The Bombay Gazette.

No. 7,462.—New Series. BOMBAY :—FRIDAY, FEBRUARY 11, 1870. Annual Subscription in Advance.... ..Rupees Fifty-two

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town .....Rs. 32 0
" including postage..... " 72 0
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TERMS FOR ADVERTISEMENTS.

Ten lines and under
First insertion.....Rs. 1 0
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per line.
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In the Native Languages, double the above.
Domestic Occurrences, Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

The British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ARABIA, 1,027 tons, 200 H.P., Commander Thomas Saunders, will be despatched on the 15th February 1870, noon.

	Feb. 1870		Feb. 1870
Leave Bombay	15	Leave Galle	23
" Ratnagherry	16	" Negapatam	26
" Vingorla	16	" Pondicherry	27
" Carwar	17		March.
" Mangalore	18	" Madras	2
" Cannanore	19	" Cocanada	4
" Calicut	19	" Vizagapatam	5
" Beypore	20	" Bimlipatam	7
" Cochin	20	" Gopalpore	6
" Tellicherry	21	" False Point	7
" Colombo	22	Arrive Calcutta	8

This route is the most expeditious and economical for Passengers for the Neilgherrie district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

The British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

The British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Karrachee every Monday at noon.

The steam ship COMORIN, 453 tons, 80 H.P., Commander R. L. Turner, will be despatched on the 14th February, 1870, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.

The well known First Class Steamer PHLOX, E. Baker, Commander will leave for the undermentioned Ports, every FRIDAY, starting from the Apollo Bunder at 4 P.M.

Uniuwadi, Ratnagherry, Jeriapatam

Malwan, Vingorla, Goa, Panjim.

For Rate, Freight or Passage, and for Cash to G. F. DIXON, Apollo Street.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave	Bombay .....Saturday.	Leave	Cochin .....Friday.
"	Ratnagherry...Sunday.	"	Beypore.....Saturday.
"	Malwan ..... "	"	Calicut ..... "
"	Vingorla..... "	"	Tellicherry.. "
"	Goa .....Monday.	"	Cannanore.. "
"	Carwar ..... "	"	Mangalore..Sunday.
"	Cumpta ...Monday.	"	Carwar ..... "
"	Mangalore ...Tuesday.	"	Goa .....Monday.
"	Cannanore...Wednesday.	"	Vingorla.....Tuesday.
"	Tellicherry..... "	"	Malwan..... "
"	Calicut ..... "	"	Ratnagherry Wednesday
"	Beypore ..... "	Arrive Bombay.....Thursday.	
Arrive Cochin..... Thursday.			

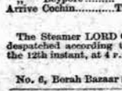
The Steamer LORD CLYDE, Captain H. Kingcome, will be despatched according to the above table on SATURDAY next, the 12th instant, at 4 P.M.

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 7th February, 1870.

WEEKLY COMMUNICATION WITH ENGLAND.

On Saturday, the 12th February, at 3 P.M., from Mazagon.



THE P. & O. Co.'s s. s. RANGOON, (1,776 tons, and 400 H. P.) Captain E. J. Baker, will LEAVE FOR SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No Cargo can be received on board after sunset on the day preceding to sailing.

Parcels will be received at this Office until 11 A.M. on Friday the 11th instant.

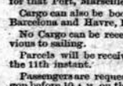
Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, for the convenience of Passengers at 3 P.M., precisely, on the day of sailing.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 8th February 1870.

FOR LIVERPOOL, via SUEZ CANAL.



THE fine iron steamer STIRLING, 762 tons net register, Alex. Blair, Commander, WILL SAIL on or about the 15TH FEBRUARY.

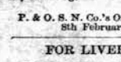
The draught of this Vessel, when fully laden, is under 16 feet, and she has already made the passage from the Downs, with a Cargo of dead-weight, in 32 days, having come through the Canal without grounding in 14 hours. The Stirling will be followed by the s. s. Leith, 957 tons register.

RITCHIE, STEUART, & Co.

Bombay, 22nd January 1870.

LIVERPOOL VIA SUEZ CANAL.

(CALLING AT HAVRE IF SUFFICIENT INDUCEMENT OFFER.)



THE undermentioned First Class Screw Steamers will be despatched in the following order :—

STIRLING.....	762 Tons Register.....	15th February.	
LEITH	957 " "	28th February.	
CALYPSO	1,536 " "	15th March.	
DIDO	1,823 " "	31st March.	

For Freight only apply to RITCHIE, STEUART, & Co.

3rd February 1870.

NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRAISSINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

Freight.—The Company undertake to grant through Bills of Lading for Aden, Suez, Port Said, Alexandria, Malta, Marseilles, Genoa, Leghorn, Civita Vecchia, Barcelona, Havre, and other Continental Ports. They have also made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Shippers will have the option, on due notice being given, of detaining at Marseilles Cotton destined for other parts of the Continent; the Freight on same to be regulated at the average rate paid by the same Steamer.

Freight on Goods shipped to Europe to be payable at Marseilles in French money.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

PASSENGER RATES,

(Inclusive of Wines, and all Transit Fees through the Canal.)

To Aden.....	1st Class. £ 25	2nd Class. £ 15
" Suez	£ 40	£ 22-10
" Port Said	£ 43	£ 24
" Marseilles	£ 56	£ 36

Children over three and under ten years of age, half fare.

In accordance with the above, the new Steam Ship EUROPE, 3,500 tons, Captain Martins, will be despatched from Bombay on the 12th February, and will be followed by the AFRIQUE, 3,500 tons, to sail about the 26th February.

For further particulars, rates of Freight &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Stone Circle, 4th February, 1869.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

{ To Suez—1st class £40, 2nd class £22. 10s. } Exclusive
{ To Trieste—1st class £53, 2nd class £34. } of Wines.

Exclusive of Transit.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissinet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every alternate Monday.

For Freight or Passage apply to Messrs. Stephen, Rennard & Co., London; Messrs. Tod, Rennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship NEREA, 2,200 Tons, Captain Hanson, will be despatched on MONDAY, the 14th February.

The following Steamer will be despatched on MONDAY the 28th February.

STEARNS, HOBART, & Co.

NOTICE to OVERLAND PASSENGERS.—Half Pints of CHAMPAGNE of the FINEST QUALITY, Extra Dry Double Star, Gold Neck.

PAYNE & Co.,
ELPHINSTONE CIRCLE, BOMBAY,
Immediately opposite the Custom House.

NOTICE.—Consignees of CARGO per ship EUTERPE, from London, are requested to SEND BOATS alongside at once to take delivery, otherwise the same will be landed by Captain Cossrs, without further intimation, at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Captain and Owners.

Bombay, 2nd February 1870.

NOTICE.—Consignees of CARGO per Ship BRITISH SCEPTRE, Captain J. Kendal, from Liverpool, are requested to SEND BOATS alongside the Ship to receive delivery of their Goods, otherwise the same will be landed at the risk and expense of the concerned. Captain J. Kendal will not be responsible for the condition of any package after it leaves the ship's deck.

EDWARD BIGG & Co.,
Agents Ship British Sceptre.

4th February 1870.

NOTICE.—Consignees of CARGO per Ship FLEUR DE LIS, from Liverpool, are requested to SEND OFF BOATS alongside immediately for their respective goods as they come to hand, failing which they will be landed by the Captain at the risk and expense of the concerned. Captain Thomson will not be responsible for the contents or condition of any package after it leaves the ship's deck.

COUPLAND & Co.,
Agents ship Sam Mendel.

Bombay, 9th February 1870.

NEW ADVERTISEMENTS.

Will be Published early To-morrow Morning,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by the Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

FOR SALE, an Improved 22 Cwt Portable STEAM HOISTING ENGINE, by A. Shanks & Son, of Arbroath. For particulars apply to

REMINGTON & Co.

SCOTT'S VETERINARY and LIVERY STABLES.—Rs. 1-4-0. Horse-shoeing on the most improved European principles.

ROBERT SCOTT, M.R.C.V.S.,
Veterinary Surgeon.

MR. J. NEUBERG,
9, Hummum Street, Bombay.

BASS & Co.'s PALE ALE, in Quarts and Pints.

GUINNESS'S EXTRA STOUT, in Quarts and Pints.

CLARET, by Biché La Tour, Bordeaux, in Quarts and Pints.

PORT WINE, from Oporto, in Quarts.

SHERRY WINE from Xeres, in Quarts.

AYA PANA.

A very superior Liquor, and the best cure for Indigestion, Rs. 30 per dozen, or Rs. 3 per single bottle.

J. NEUBERG.

TRICHINOPOLY CHEROOTS.

PONDICHERRY CHEROOTS and CIGARS.

MEERSCHAUM PIPES, in great variety.

MEERSCHAUM CIGAR HOLDERS.

THOS. BEARS' celebrated TOBACCO in Tins.

J. NEUBERG.

THE VICTORESS COOKING STOVES.

ENAMELLED IRON WARE.

TABLE LINEN, English and Country made.

CIGAR CASES, DRESSING CASES, &c., &c.

J. NEUBERG.

MORDAN'S GOLD PENS, lately received, Rs. 4-8, Rs. 8-8, and Rs. 16 each. With care these pens will last for twenty years in constant use.

Rampart Row. THACKER, VINING, & Co.

MORDAN'S SAFETY GOLD PEN HOLDERS; Ivory or Ebony, mounted with silver, each Rs. 4,

Rampart Row. THACKER, VINING, & Co.

W. MITCHELL'S "J" and "R" PENS, a supply of these favourite pens just to hand, per box, Rs. 2,

Rampart Row. THACKER, VINING, & Co.

CHESTERMAN'S STEEL SPRING SELF-WINDING TAPES; each consists of a single ribbon of steel, very carefully graduated, which upon being released coils itself into a strong electro-plated case. 3 feet, Rs. 3; 6 feet, Rs. 5-8; 9 feet, Rs. 7-8; 12 feet, Rs. 10.

Rampart Row. THACKER, VINING, & Co.

POCKET MAGNETIC COMPASSES in electro plated or gilt case, to close as a hunting watch, Rs. 10 to Rs. 12.

Rampart Row. THACKER, VINING, & Co.

COPYING PRESSES, foolscap size, complete with damping box, books, &c., Rs. 68.

*** The above are of first class workmanship and the price is extremely moderate.

Rampart Row. THACKER, VINING, & Co.

THE PATENT PORTABLE GYMNASIUM, with TRAPEZE and SWING, now available, price complete Rs. 30.

This Gymnasium supplies a want which has long been felt by those interested in physical education; persons of both sexes may use it, and all who follow sedentary occupation will derive great benefit from its use.

Rampart Row. THACKER, VINING, & Co.

TRANTER'S PATENT SALOON RIFLES. A few of these highly finished and effective little weapons just received, Rs. 85.

Rampart Row. THACKER, VINING, & Co.

A DISCOUNT of 10 PER CENT for Cash off all our Miscellaneous Goods.

UNABATED EXCITEMENT!

A NIGHT FOR THE MILLION
AT THE
TOWN HALL!

PRICES OF ADMISSION.

FIRST CLASS Rs. 3, SECOND Rs. 2, THIRD Rs. 1.

TO-MORROW, SATURDAY, 12TH FEB.

POSITIVELY
THE LAST NIGHT
OF
PROFESSOR BUSHELL'S
MYSTERIOUS & LAUGHABLE ENTERTAINMENT.

NATIVE LADIES.

In reply to the many enquiries from Native Gentlemen who had the honour to witness the private performance on Thursday, 3rd inst., before His Highness the Rajah of Junkhunder, Professor BUSHELL begs to intimate that Private Galleries at the Town Hall will be screened, so that, unseen, Native Ladies can view the performance. The Gallery is reserved for Native Ladies and Children only.—Rs. 3 each.

Private entrance under the Portico.

Tickets at Soundy & Co's

Native Ladies' Gallery ..... Rs. 3

Reserved Seats and Seats in the Native Ladies' Gallery may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Hall can be seen.

Doors open at 8-0. Performance to commence at 8-45 P.M. Carriages may be ordered for 11 o'clock.

NEW ADVERTISEMENTS.

THEATRE ROYAL,
GRANT ROAD.

Sole Lessee ..... Mr. DAVE CARSON.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!

FRIDAY, 11TH FEBRUARY 1870.

DAVE CARSON'S NIGHT.

By particular request,

BABOO DAVEE KAR-SEN

TAKES THIS OPPORTUNITY OF INFORMING HIS ARYAN BRETHREN,

That he will on this occasion introduce his most intimate friend,

RAM JAM THUNDA GHOSE, B.A.,

The original

BENGALEE BABOO

NEGRO MINSTRELSY,

LOCAL HITS,

BEAUTIFUL BALLADS,

REFINED MUSIC,

GRAND COMBINATION OF TALENT.

PROGRAMME KHO DHEKHO.

Part First.

DAVE CARSON'S MINSTRELS.

Overture (original decidedly).....	Full Band.
Operatic Chorus (Enchantress)	Company.
Tapioca	Mr. O. Deering.
Come Sing to me Again	Mr. S. Herberte.
Oh, would I were a Fly.....	Dave Carson.
Silver Moonlight Winds	Mr. W. Burton.
Quartette, (Dreaming of Angels)	Messrs. Herberte, Burton Haygarth, and Carson.

Part First will conclude with

MOLL ROW! KWATCHT! PHUTT
OR,
THE JOLLY CATS,
BY
DAVE CARSON.

OVERTURE.....	Orchestra

Part Second.

VOCAL DUET.....	Larboard Watch.

Messrs. HERBERTE and BURTON.

AUNTY SMITH'S LECTURE
ON THE
RIGHTS OF WOMAN,
BY
DAVE CARSON.

Tyrolean (Echoes).....	Hummel.

Mrs. DAVE CARSON.

Fantasia Violin.....	Verdi.

Mons. SEMELADIS.

Part Second will terminate with

THE BENGALEE BABOO,
BY
DAVE CARSON.

OVERTURE.....	Orchestra.

The Evening's Entertainment will conclude with the petite Comedy, entitled,

A FAMILY FAILING.

Sir Sampson Sillinan.....	Mr. W. South.
Lord Gawker.....	Mr. E. D. Haygarth.
Sir Follintt Duckworth.....	Mr. F. H. Pollock.
Secretary	Mr. O. Deering.
Servant	Mr. Cull.
Obadiah.....	Mr. Danvers.
Clorinda	Miss Fanny Wiseman.

Tickets can be obtained at SOUNDY & Co.

Doors open at 8-45. Performance commence at 9 P.M.

TO-MORROW, SATURDAY, Feb. 12TH, 1870,

Buckstone's great Drama,

THE FLOWERS OF THE FOREST,

WILL BE PRESENTED.

HARVEY'S
NATIONAL
CIRCUS,

NOW EN ROUTE FOR INDIA,
WILL ARRIVE IN A FEW DAYS.

WE beg to intimate that we have admitted Mr. EMIL SPINNER as a PARTNER in our FIRM from the 1st January 1870.

H. D. FRECK & Co.

SALE BY AUCTION.—On THURSDAY, the 17th instant, Messrs. BOMANJEE DOSSABHOY & Co. will SELL by PUBLIC AUCTION, at their Rooms in Meadow Street, Fort, the handsomely open carved HOUSEHOLD FURNITURE, &c., &c., of a Gentleman proceeding to Europe, of which full particulars will appear hereafter.

BOMANJEE DOSSABHOY & Co.

Bombay, 10th February 1870.

BANK of BOMBAY (in Liquidation).—NOTICE to the PROPRIETORS of the BANK.—I hereby give NOTICE, that a SECOND DISTRIBUTION of the ASSETS of the BANK, at the rate of Rs. 25 per share, WILL BE PAYABLE on and after FRIDAY the 25th instant.

Share Certificates must be produced at the time of application for payment.

I also give Notice, that for purposes of convenience, the Transfer Books will be closed from the 19th to the 25th instant, both days inclusive.

W. RODGIE, Liquidator.

Bombay, 10th February 1870.

NOTICE.—Consignees of CARGO per Ship TYTHONUS, from Liverpool, are requested to send off BOATS alongside to take delivery of their respective goods as they come to hand, otherwise the same will be landed by Captain Cranch, without further notice, at the risk and expense of the concerned.

Captain Cranch will not be responsible for the condition of any package after it leaves the ship's deck.

EWART, LATHAM, & Co.,
Agents for the Captain and Owners of the ship Tythonus.

Bombay, 9th February 1870.

GREAT INDIAN PENINSULA RAILWAY.—TENDERS are invited for the RECONSTRUCTION of CERTAIN VIADUCTS and ADDITIONS and ALTERATIONS to STATIONS between Egutpoora and Munmar on the North East Line.

The Specification, General Condition, Schedule of Prices and List of Works, &c., may be seen, and particulars ascertained, on application to the Deputy Chief Engineer, Fort, on and after the 15th instant.

The Tenders, endorsed "Tenders for Works between Egutpoora and Munmar, to be addressed and submitted to the undersigned not later than the 22nd instant.

The undersigned does not bind himself to accept the lowest or any Tender.

H. P. LeMESURIER, Agent
Company's Offices, Elphinstone Circle, Bombay, 10th Feb. 1870.

WITH reference to an Advertisement which appeared in the "Bombay Gazette" of the 4th February, instant, advertising for SALE by PUBLIC AUCTION, by Messrs. CRAWFORD & Co., on the 12th instant, by order of Thacker Mooljee Jeevanjee, and on account of Gungadhar Soonderjee, all that piece of freehold land forming a portion of the Oart called Patackwaddy, with the dwelling-house standing thereon, situate on Girgaum Back Road, bounded on each by the lands of late Mooktabae, widow of Pandoorang Toolajee, and partly by the house of Sokobae, widow, on the west by the public passage of the oart, on the north by the house of Maneck Jugonnath, and on the south by the wagehouse of Ebrahim Currood, assessed under No. 54, and by the Collector of Bombay under No. 551. NOTICE is hereby given, that the property thus advertised is undivided family property, in which I, the undersigned, Hurrychund Soonderjee, claim to be entitled to an equal undivided half part or share, and on which Bhageerthee bai, the widow of the late Balcrustna Soonderjee, has a claim for maintenance, and that no sale of the said property can be legally effected save with the consent of the claimants and subject to the claims and interest aforesaid.—Dated this 10th day of February 1870.

HURRYCHUND SOONDERJEE.

DOLLOND'S.

DOLLOND'S TELESCOPES.

DOLLOND, 59, St. Paul's Churchyard, London. Established upwards of 100 years. Opticians to the Queen, the Admiralty, India Office, Trinity House, and Royal National Life Boat Institution. Manufacturer of Achromatic Telescopes (invented by his ancestor in 1758), Binoculars, Microscopes, Spectacles, and Mathematical Instruments of best quality. Catalogues on application. The public are cautioned against spurious articles bearing a forgery or imitation of the name.

SARSAPARILLA.

WILKINSON'S (late BRIDGE'S) Essence of Fluid Extract of Red JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury; exclusively used in India and the Colonies as a prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medica Review.

Sold in ½, ¼, and pint bottles.

Caution.—Many spurious, worthless, and injurious preparations are offered to the Public; see that both Bottle and Label have the Name and Addresses, also Trade Mark (W in a diamond).

QUINTESSENCE of JAMAICA GINGER and CAMOMILE WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ½, ¼, and ⅛ pint bott es.

AROMATIC TINCTURE or QUINODINE.

For the prevention of Fever, Ague, and effects of Malaria.

As an unfailing Remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.

Sold in half and quarter-pint bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London

BOMBAY:

Wholesale and Retail Agents, Treacher & Co., Limited, (Medical Hall, Byculla, and Fort), Poonah.

And of all the prine pal Firms in India and the Colonies.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co.,
WINE MERCHANTS
TO
HER MAJESTY THE QUEEN
AND
HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Established in Bombay in the Year 1842, in London and Bordeaux 1815.

CUTLER, PALMER, & Co. beg to draw attention to the following selection of their well known Wines and Spirits, fresh supplies of which have recently arrived :—

The Finest Dry CHAMPAGNES that can be shipped.

(Our own Brand.)

		Rs. as.
MAGNUMS, finest dry	(Labelled).....	74 0
FINEST DRY Sparkling, gold foil	"	Qts. 36 0
FINEST SPARKLING, silver foil	"	" 32 0
GOOD SPARKLING,	do.	" 27 0

(Also in Pints at Rs. 19-8, Rs. 17-8, and Rs. 14-8.)

SPIRITS.

These are protected by Patent Trade Mark Capsules, and our original Heart-shaped Label.

	Rs. as.
COGNAC, Old Pale.....Black capsule	32 0
COGNAC, Superior Pale...Yellow capsule	28 0
COGNAC, Pale .....White capsule.....	23 0
OLD JAMAICA RUM	22 0
OLD TOM, GIN, 1st Quality	21 0
GENEVA (1 dozen Flasks in a case)	21 0
IRISH WHISKEY	23 0
SCOTCH WHISKEY	21 0

SHERRIES.

Specially selected for Tropical Consumption.

(Our own Brand.)

	Rs. as.
WHITE SEAL, an ordinary Dinner Wine	15 0
YELLOW SEAL, Pale and Dry, an excellent Dinner Wine	18 8
BROWN SEAL, very Pale Dry and delicate	22 0
BLUE SEAL, extra Pale Dry and delicate.....	22 0
GREEN SEAL, full bodied, light gold color, Nutty and Dry.	22 0
AMOROSO, very choice, full flavored, soft and Pale.....	28 0
AMONTILLADO, very choice and superior	32 0
EAST INDIA MADEIRA (one voyage).....	33 0

PORTS.

(Our own Brand.)

	Qts. Rs. as.	Pts. Rs. as.
A 1—OLD CRUSTED, choice	36 0	
A 1—GOLD SEAL, an invalid's wine, full and fruity.....	30 0	16 0 0
1st Qlty. BLACK SEAL, a Dessert wine, mature	24 8	14 0 0
2nd " RED SEAL, a good wine	18 0	10 8

BORDEAUX.

(Our own Brand.)

	Qts. Rs. as.	Pts. Rs. as.
CHATEAU MOUTON...Gold capsule.....per doz.	30 0	16 0 0
CHATEAU RAUZAN...Black capsule	" 25 0	14 0 0
CHATEAU PALMER...Blue capsule.....	" 22 0	12 0 0
CHATEAU LAROSE...Yellow capsule.....	" 18 8	10 8
ST. JULIEN.....Green capsule	" 17 0	10 0
MEDOC (Cantenac) .....Red capsule.....	" 15 8	9 0
MEDOC .....White capsule	" 13 8	
HAUT SAUTERNES.....Red capsule.....	" 22 0	12 0

For particulars of their other Wines, CUTLER, PALMER, & Co. refer their friends and the public to their General Price List.

Orders are executed for not less than 1 dozen quarts or 2 dozen pints of any Wine or Spirit.

DEAN LANE, BOMBAY.

HAVING granted Mr. J. J. BORDES, Wine Merchant and Ship Owner in Bordeaux, the monopoly for selling and importing our WINES in Bombay and the Malabar Coast, all Orders and Indents for the same are to be addressed to him or his Agents.

JULES MUMM & Co.

Rheims, 27th November 1868.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, the following Wines, shipped by Messrs. Finke & Co., Bordeaux :—

Claret.—Medoc fine Clarets	each case	4 doz. Rs.	10 per doz.
Do. Pauillac	" 4	" " 12	"
1864 Mouton d'Armaillacq	" 1	" " 15	"
1861 Chateau Larose.....	" 1	" " 20	"
1864 Chateau Lafite.....	" 1	" " 25	"
Do. 1862	" 1	" " 30	"
Finke & Co.'s fine Champagne Cognac	" 1	" " 20	"
Sherry.—Gibb & Bruce's yellow seal	" 2	" " 16	"
Do. green	" 2	" " 18	"
Do. Amontillado	" 2	" " 21	"
Robertson's brown seal	" 1	" " 14	"
Do. blue do.....	" 1	" " 16	"

MACNEE, THOMSEN, & WARNEKEN.

CHARLES TOVEY and SON'S WINES.

	1 doz. quarts.	2 doz. Pints.
CLARETS.		
St. Emilion, C. Tovey's No. 4	15	17 0
St. Emilion, ditto No. 3	20 0	22 0
St. Julien, ditto No. 2 C	24 0	26 0
St. Estephe, ditto No. 2 B	30 0	32 0
Margaux, ditto No. 2	36 0	38 0
Charles Tovey's No. 1	40 0	42 0
BORDEAUX—WHITE.		
Haut Sauterne	25 0	27 0
BURGUNDIES—WHITE.		
Pouilly	25 0	27 0
Chablis	30 0	32 0
BURGUNDIES—RED.		
Beaune	30 0	32 0
CHAMPAGNES.		
Ay, Sec.....	26 0	28 0
Royal Bouzy, Très Sec.	33 0	35 0
Extra Dry Sillery Royal	40 0	42 0
Verzenay Imperial	45 0	47 0
(Très Très Sec.)		
Royal Bouzy in half pts., p. case of 4 doz. ...	50 0	
Ay, ditto	31 0	
SHERRIES		
Pale Dry Dinner, C. Tovey's No. 3	24 0	
Choice Amontillado	28 0	
Very Soft, Fine, Dry No. 2	32 0	34 0
Very Choice Old Dry No. 1	40 0	42 0
3 Crowns Solera	44 0	46 0
La Perla	50 0	52 0
PORTS.		
Fine Fruity Old, Rich or Dry	30 0	32 0
Choicest Old and Dry	36 0	38 0
SPARKLING MOSELLES.		
Muscat Moselle	36 0	38 0
Ehe Blume der Moselle	40 0	42 0
SPARKLING HOCK.		
Die Perle des Reins	40 0	42 0
COGNAC BRANDIES.		
Fine Pale, Vintage 1865	20 0	
Charles Tovey's No. 1.....	32 0	
HOLLAND'S GENEVA.		
Per case of 15 squares, Proof Spirit.....	26 0	
Per case of 12 squares, Proof Spirit.....	16 0	
BRITISH SPIRITS.		
Old Tom Gin	18 0	
Pure Unsweetened Gin	18 0	
Finest Irish Whisky.....	22 0	
Finest Islay ditto, very old	22 0	

OWEN & OKELL, Bombay,
Agents for Charles Tovey & Son.
Agents for Bengal.
Messrs. TURNER, MORRISON & Co., Calcutta.

METAL MART, BOREE BUNDER.—Just landed, two Portable Engines, by Messrs. Clayton and Shuttleworth, Lincoln, with enlarged Fire Boxes for burning wood fuel, and combining all the latest improvements :—

One 6 Horse Power nominal.	
One 8 ditto ditto	shipped per Dilharroe, and may be
One 10 ditto ditto	expected shortly.
One 12 ditto ditto	

Hand Fire Engines, by Messrs. Shand and Mason, London, with suction and delivery hose complete.

Two High Pressure Horizontal Steam Engines, each 12 horse power nominal, with boilers and mountings complete.

One Portable Steam Crane, complete to lift 5 tons, by J. Taylor & Co., Liverpool.

One 8 H. P. Horizontal Steam Pump, by Messrs. Shand and Mason, London, with boiler and fittings complete.

Also a Treble Action Pump, suitable for deep wells, and may be worked by hand or bullock power.

Double Barrel Lift Pumps, 6 in. bore, and 9 in. stroke, with 24 feet suction and 9 feet delivery pipe.

Galvanised Corrugated Iron Sheets, 6, 7, and 8 feet long, 16, 20, and 24 gauge.

A few Wrought Iron Plate Girders, 33 feet long, 24 inches deep, weighing about 1 cwt. per lineal foot.

Crab Winches, Galvanized Blocks, &c., &c.

Bar and Plate Iron, Cast, Shear and Blister Steel, &c., &c.

Estimates given for every description of Iron Work and Machinery. W. NICOL & Co.

22nd January 1870

JAMES W. ALLAN and Co.,
(Late KINLOCH and ALLAN),
3, NESBIT LANE, FORT,
BOMBAY.

Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Laid and Wrought Iron Pipes.
Cast Iron Pipes.
Contractors' Tools
India Rubber Suction Hose.
India Rubber Sheet.
Galvanized Corrugated Iron and Fittings.
Portland Cement.
Crab Winches, Bench Vice, Buckets, Shovels.
One Pumping Engine to lift and force 3,000 gallons

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

THURSDAY AFTERNOON.

MARKET quiet.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,00	100	all	10 p.ct.	Agra Bank	120
22,000	1,000	all	5 p.ct.	Bank of Bengal	1,450
10,000	500	all	5 p.ct.	Ditto of Bombay New	617 ex-d
10,000	500	100		Ditto 2nd Res. Issue	187 ex-d
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,500 –
20,00	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L. & China	330
40,000	200	all	6 do.	Chartered Bk. of I. & C.	190
37,000	250	125	8 do.	National Bank of India	134
60,000	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	3,000	all	Rs. 65	Colaba Land Co.	1,545
10,000	1,000	all	Rs. 30	Elphinstone Land	1,015
10,000	1,000	650	11-14	Do. New	640
5,000	100	all	Nil	Freer Land & Ther Co. Ld	160
2,000	5,000	4,100	Nil	Mazagon Land	1,010
5,000	2,000	1,400	Nil	Port Canning	245

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co.	750
500	2,500	all	90 p.a.	Alliance Spinning	1,735
100	3,500	all	...	Bombay	2,800
500	1,000	all	10 p.a.	Bombay United	720
864	500	all	...	Brocek Mills	210
200	,000	all	...	Dhurumsey Spinning	1,940
750	2,000	all	150 p.a.	Great Eastern	3,300
500	1,000	all	50	Manockji Petit's	735
4,500	2,500	all	...	Oriental	1,280
600	2,500	2,300	...	Royal	1,260

PRESS COMPANIES.

150	5,000	2,250	35 p.a.	Akbar Cotton Press Co.	2,200
200	7,000	1,100	100 do.	Albert Co. Kurrachee	575
200	3,00	85	60 do.	Alexandra Press Co.	460
100	12,000	1,000	200 do.	Apollo Press Co.	7,100
200	2,00	all	375 do.	Bombay Press Co.	1,950
200	500	all	30 do.	Do. New	480
500	1,000	all	80 do.	Colaba Press Co.	8,500
350	2,000	all	...	East India Press Co	1,100
150	9,000	all	1000	Fort Press Co.	9,100
200	2,000	1,800	...	Framji Cowasji Press	900
200	5,000	all	240 p.a.	Hydraulic Press Co.	2,750
1000	5,000	2,000	400 p.a.	Kurrachee Press Co.	675
1,000	1,000	200	...	Mofuse Press & G. Co.	225
125	2,500	all	350	Prince of Wales Press	3,000
225	2,000	750	200 p.a.	Victoria Press, Madras	1,675
150	2,000	all	...	Tinnevelly Press Co.	1,450

(Per share for the half-year.)

RAILWAY COMPANIES.

...	£2	218.2.6	5 p.c.	G. I. P. Railway Consolidated Stock	235
...	£2	109.1.5	do.	Do. New £20 shares	117
...	£ 0	43.10.2	do.	Do.	...
...	£100	1,000	do.	B. B. & C. I. Railway Co	1,100
...	£18	296.5.1	do.	Do. New Shares	200

MISCELLANEOUS.

2,500	1,500	135	p.a.	Bombay Burmah Trading Corporation	835
4,000	50	all	8p.c.	Mechanics' Fl'ng Co.	33
500	2,000	300	9	Kurrachee Landing and Shipping Company	160
2,000	500	all	Nil	Treacher & Co.	300

BANKS IN LIQUIDATION.

	Date of Liquidation.		
500	30 Jan. '36	Bank or Bombay	45
5	31	Do. China	5
200	25 Sept. '67	B'bay Trdg & B'kng	6
200	30 Sept. '67	Brokers' Bank	15
250	... Mar. '66	Central Bank	3
...	... ...	East India Bank's	15—1
200	10 Feb. '67	Indian Peninsula	6
200	681 May '67	Royal Bank	5
130	74 Apr. '67	Old Financial	1

COMPANIES IN LIQUIDATION.

5,000	1,750	Nov. '66	Bank Bay Co.	510
2,500	2,400	...	B'bay & Bengal	8..8	1/0
5,000	2,400		Bombay Ship Co.	100

EXCHANGE.

On	Terms.	Rate
London	At sight	1s. 11¼d.
London Banks	4 months' sight	1s. 11 13/16 d.
Do. Credits	6 Do. do.	1s. 11 15/16d.
Do. Documents	6 Do. do.	1s. 10 2s. 1/16d.
Calcutta	At sight	[illegible]
Do.	30 days' sight	[illegible]
Do.	60 days' sight	[illegible]
Madras	At sight	[illegible]
Do.	30 days' sight	[illegible]
China	60 Do. do	[illegible]

BANK OF BOMBAY.

Government Securities	4 per cent
Mercantile Bills	6 ,,

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112 to ¾
Five per cent.	108¼
Four per cent	95
Five per cent. (Public Works Loan)	104½
Five per cent. Debenture Loan 1866-67	102
15 years' Debenture Loans	108
10 years' do. do	103
5 years' do. do.	102
Six per cent. Municipal Loan House Rate	107
Do. Do. Market Rate	107½

PRICES OF BULLION, &c.

Bank of England Notes	,,	10-4
Carolus	,,	290
Mexican Dollars	,,	220
Five-Franc Pieces	,,	203
Bar Silver	,,	106-1
Gold Leaf	,,	15-10
Bar Gold 10 oz. English	,,	16
Australian Gold	,,	196-67

MILITARY.

ARRIVALS.—FEBRUARY 10.

Lane, Lieutenant-Colonel, 21st Hussars, on duty, from England.
Fellows, Captain, 8th Regiment, on leave, from Ahmedabad.
Martin, Captain, Royal Horse Artillery, on leave, from Peshawur.
Wilson, Cornet, 20th Hussars, on duty, from England.
Kennedy, Lieutenant, 18th Hussars, on duty, from England.
Jones, Lieutenant, 59th Regiment, on leave, from Poona.
Gunter, Lieutenant, Adjutant General's Department, on Examination, from Poona.
Elias, Lieutenant, 5th Regiment, on Examination, from Poona.
James, Ensign, 59th Regiment, on Examination, from Poona.
Whitehill, Colonel, 23rd Native Light Infantry, on leave, from Poona.
Anderson, Colonel, 3rd K. O. Hussars, on sick certificate, from Ahmednuggur.
Rawlins, Captain, Royal Artillery, on leave, from Kamptee.
Cookson, Lieutenant-Colonel, Bengal Infantry, on leave, from Bengal.
Vincent, Ensign, 9th Regiment, on Examination, from Poona.
Westropp, Captain, Assistant Political Agent, Kolapore, on duty, from ——
Daubeny, Captain, Assistant Director of Gymnastics, on leave, from Poona.

DEPARTURES.—FEBRUARY 10.

McGwire, Major, 1st (The Royal) Regiment, on duty, to Cannanore.
Burd, Major, 10th Regiment N. I., on duty, to Tanna.
Thomas, Colonel, Royal Artillery, to join, to Secundrabad.
Maconochie, Assistant Surgeon, Medical Department, on duty, to Poona.
Aitken, Colonel, Royal Artillery, on duty, to Poona.
Harris, Captain, Royal Horse Artillery, from leave, to Ahmednuggur.
Cookson, Lieutenant-Colonel, Bengal Infantry, on furlough, to England, (on the 12th instant).
Daubeny, Captain, Assistant Director of Gymnastics, from leave, to Poona.

GENERAL ORDERS BY THE GOVERNMENT OF BOMBAY.

(*Bombay Government Gazette*, Feb. 10.)

MILITARY DEPARTMENT.

Ensign P. J. Maitland, Her Majesty's 95th Foot, and Ensign W. Ashfield, ditto, are admitted to the Staff Corps, on probation.

Colonel C. M. Barrow, Staff Corps, Commanding H. M.'s 4th Regiment N. I., is allowed furlough to Europe for two years from April next, on private affairs, under Rule 9th of the Furlough Regulations of 1868.

The following promotions in the Barrack Department are made:—

Conductor and Acting Deputy Assistant Commissary Weldon C. Tarleton to be Deputy Assistant Commissary; Sub-Conductor and Acting Conductor Eugene Hart to be Conductor; and Serjeant and Acting Sub-Conductor F. Ward to be Sub-Conductor, from the 23rd January 1870, in succession to McLoughlin, pensioned.

Conductor G. R. Tofft to be acting Deputy Assistant Commissary; Sub-Conductor J. Wright to be Acting Conductor; and Serjeant W. Jones to be Acting Sub-Conductor, from the 23rd January 1870, in succession to Tarleton, promoted, and during the absence on medical certificate of Assistant Commissary Barnard.

The following promotions in the Commissariat Department are made:—

Sub-Conductor Patrick Leonard to be Conductor, and Acting Sub-Conductor Gerald D'Arcy to be Sub-Conductor, from the 26th December 1869, in succession to Deputy Assistant Commissary William Lee, deceased.

Sub-Conductor Robert Cameron to be Acting Conductor, and Serjeant Cornelius Greaney to be Acting Sub-Conductor, from 26th December 1869, and during the absence of Conductor Leonard on medical certificate to Europe.

Ensign, now Lieutenant, John Humfrey, 45th Foot, 2nd Squadron Subaltern 3rd Light Cavalry, having applied for admission to the Staff Corps, is appointed to the Bombay Staff Corps from the 4th November 1868, subject to the approval of Her Majesty's Secretary of State for India.

Ensign, now Lieutenant, John Humfrey, to have the rank of Lieutenant from the 4th November 1868.

Lieutenant John Graham McRae, Bombay Staff Corps, having completed twelve years' service, to be Captain from the 2nd February 1870, subject to Her Majesty's approval.

Captain Charles Henry Hunter Forbes, Bombay Staff Corps, having completed twenty years' service, to be Major from 31st January 1870, subject to Her Majesty's approval.

Captain Stephen William Ogilvie Steven, Cadre 3rd Regiment Light Cavalry, having completed twenty years' service, to be Major by Brevet from 31st January 1870, subject to Her Majesty's approval.

Colonel E. C. Beale, Commandant 22nd Regiment N. I., is appointed to act on the Brigade Staff, with the temporary rank of Brigadier General, during the absence of Brigadier General Forbes, C.B., on furlough, on medical certificate, or until further orders.

Deputy Inspector General of Hospitals T. W. Ward, is allowed furlough to Europe on private affairs, for two years, from date of departure in April next, under Rule 9th of the Furlough Regulations of 1868.

Major Alexander Young Short, Bombay Staff Corps, having completed twenty-six years' service, to be Lieutenant Colonel from the 1st February 1870, subject to Her Majesty's approval.

General Order No. 789, dated 24th November 1869, is cancelled, and the following is substituted, with effect from the same date:—

Colonel C. Adams, Her Majesty's 40th Regiment, is appointed a Brigadier General on the establishment, in succession to Brigadier General Domville, proceeded with his brigade to Europe.

Captain E. H. Ashe, Staff Corps, is permitted to proceed to Europe on medical certificate, under Rule 13 of the Furlough Regulations of 1868, for the purpose of appearing before a Medical Board in England.

Serjeant Robert Richardson, of the Barrack Department, is allowed furlough to Europe for two years, on medical certificate.

The furlough to Europe granted in G. O. No. 38 of 13th January 1870, to Colonel W. F. Marriott, C.S.I., Secretary to Government, Military, Marine, Ecclesiastical, and Indo-European Telegraph Departments is cancelled, and that officer is allowed privilege leave for three months, from the 13th ultimo.

The undermentioned officer and Warrant officer are allowed furlough to Europe, on medical certificate, under the Furlough Regulations of 1868:—

Lieutenant Colonel A. H. Ternan, Bengal Staff Corps, Deputy Commissioner, Jolloun, for two years.

Conductor R. A. Dawson, Army Commissariat Department, Calcutta, for 20 months.

Deputy Inspector-General of Hospitals R. H. Rennick, Madras Medical Establishment, is allowed furlough to Europe for six months, on medical certificate, under the Furlough Regulations of 1854.

Captain F. T. Humfrey, Bombay Staff Corps, is allowed furlough to Europe, for two years, by the overland route, on medical certificate, under Rule 15 of the Furlough Regulations of 1868, and under the provisions of G. O. C. No. 392, dated 22nd April 1865.

JUDICIAL DEPARTMENT.

Mr. J. King, First Assistant to the Collector of Kaira, is invested with the powers of a Magistrate in the Kaira District.

Mr. J. King, an Assistant Collector and a Magistrate F. P. in the Kaira District, is, so long as he is employed in that District, invested with powers under section 412 of the criminal Procedure Code to hear appeals from decisions in criminal cases tried in the talookas under his revenue charge by officers exercising powers less than those of a Magistrate.

Mr. M. B. Baker to act as Assistant Judge and Session Judge at Poona until further orders.

Mr. E. Cordeaux to act as Assistant Judge and Session Judge at Tanna until further orders.

Rao Bahadoor Bhasker Damother is confirmed in the appointment of Fourth Judge of the Court of Small Causes at Bombay, from the 1st September 1869.

Rao Bahadoor Madan Shrirambhajee is confirmed in the appointment of first class first grade Subordinate Judge at Poona from the same date.

Rao Bahadoor Vishnoo Moreshwur Bhide is confirmed in the appointment of first class first grade Subordinate Judge at Nassick from the same date.

Rao Saheb Madhowrao Janojee, second class first grade Subordinate Judge at Malwan, in the Ratnagherry District, has been allowed sick leave for six months from the 3rd January 1870.

The Right Honourable the Governor in Council is pleased to confirm the appointment by the Honourable the Chief Justice of Her Majesty's High Court of Judicature of Mr. C. B. Izon to be Acting Registrar on the Appellate Side of the High Court from the 7th instant, until further orders.

REVENUE DEPARTMENT.

Mr W. Woodward, Second Assistant Collector of Nassick, is allowed furlough to Europe for twenty months, under Clause A of section VIII. of the New Covenanted Civil Service Furlough Rules.

Mr. G. W. Bell, First Assistant Collector of Poona, is allowed furlough for nineteen months, from or after the 20th April next, under section VII. chapter I. of the New Covenanted Civil Service Furlough Rules.

Mr. G. F. Sheppard, appointed to act as Collector of Bombay and Superintendent of Stamps and Stationery, having assumed charge of his duties on the afternoon of the 29th ultimo, the unexpired portion of the one month's privilege leave granted to him from the 6th ultimo is cancelled

Mr. J. King, Civil Service, held the appointment of Collector of Bombay and Superintendent of Stamps and Stationery, from 26th September 1869 to 29th January 1870.

Mr. F. R. S. Wyllie to act as Deputy Commissioner of Customs, Salt and Opium, Presidency Division, until further orders, vice Mr. N. M. W. Daniell, proceeding on furlough.

GENERAL DEPARTMENT.

Mr. C. Gonne, Secretary to Government in the Political, Secret, Judicial, Educational, and Persian Departments, delivered over charge of his office to Mr. W. Wedderburn on the 5th instant, after office hours.

FINANCIAL DEPARTMENT.

Mr. E. P. Down, Civil Service, has been allowed by Her Majesty's Principal Secretary of State for India an extension of leave for three months on sick certificate.

Messrs G. W. Anderson and J. Jardine, of the Bombay Civil Service, have been permitted by the Secretary of State for India to return to their duties on expiration of their leave.

PUBLIC WORKS DEPARTMENT.

Captain W. Manson, R.E., received charge of the office of the Executive Engineer, Kulladghee, on the afternoon of the 26th January 1870.

SHIPPING.

DAILY FREIGHT REPORT—10TH FEBRUARY.

London	Cotton	£2 0s 0d. Nom. p.ton
	Cases	£2 0s. 0d. to £2 5s. 0d.
	Seeds	£1 10s. 0d.
Liverpool	Iron Ships Cotton	£1 10s. 0d. to £1 15s. 0d. ,,
	Wooden Ships ,,	£1 7s. 6d. to £1 10s. 0d. ,,
	Myrabolms & Coir bdls	£0 10s. 0d. to £0 12s. 6d.
	Seeds	£0 15s. 0d. to £1 0s. 0d.
Havre	Cotton	£2 0s. 0d.
	Coffee	Nominal
Overland	Steamers	£3 17s. 6d. to £4 5s 0d.
Liverpool via Suez Canal		£3 0s. 0d. to £3 10s. 0d.
China	Steamer Cotton	Rs. 6 per bale.
	Opium ,,	Rs. 25 to 30 per chest.
	Sailing Ships	Nominal
Calcutta	Salt	Rs. 3 0 0 to 4 0 0 per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port charges
Mauritius		8 annas per bag nominal.

ARRIVALS.

Feb.	Vessel.	Commander.	From.
10	A. R. Edroos	Nacoda	Cochin, Jan. 21.
	Isabella Kerr	Keer	Greenock, Oct. 16.
	British Consul	Reymond	Liverpool, Oct. 16.
	Ismail	Jones	

DEPARTURES.

Feb.	Vessel.	Commander.	Destination.
10	Windsor Castle	Douglas	Colombo.
	Fairies	DeCosta	Cutch Mandvie.
	H. M. S. Earl Canning	Tolput	Beypore.

The following vessels obtained their port clearances yesterday—

Steamer Chiltern, Edginton, to Aden and Suez.
Steamer Great Eastern, Halpin, to Aden and Suez.

BENGAL.

The Telegraph of February 5 has the following:—

ARRIVAL.—Ship Vernon, [B], A. Burn, Melbourne 1st, touched at Adelaide 27th November.

DEPARTURES—Ships Wide Awake, Allum Ghier, and Lady Egedia.

Passengers per ship Vernon—Michael Galway, E Belsbad, W Macnamara, J O'Conner, A Campbell, F Hamett, S Moore, J Galway, J C Gastin, M Maher, Mrs. Decker,—and 30 horses for Earl Mayo.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

HUMBY—February 10th, at 27, Middle Colaba, the wife of Mr. S. Humby, of a son.

BENGAL.

BIRTH.

DILLON—February 5th, at Burdwan, the wife of John Dillon, Esq., Inspector of Post Offices, Bengal, of a son.

DEATH.

CAMPBELL—January 25th, at Tezpore, Assam, Matilda Bruce, daughter of J. D. Campbell, Esq., aged 4 months and 25 days.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

FRIDAY, FEBRUARY 11, 1870.

WE reprint elsewhere an account of the reasons which have led to the detention of the Kwantung, an account tallying with the information at our disposal, and authentic so far as we know. Our readers are already aware that although Colonel Pelly intended to sail for Muscat in this steamer, his departure was not delayed, because his destination was changed, and he was suddenly ordered to Calcutta. It is, we believe, Major Sydney Smith whose departure for the scene of probable disturbance has been unexpectedly delayed by the refusal of the engineers to accept bad quarters. Assuming the correctness of the general report, we may hope, that, in the interest of the public service, if not in the interest of the men, some reasonable arrangement will be made by the interposition of Government.

The incident, small as it looks, is one which should suggest the gravest considerations to the Supreme Government and the Secretary of State. It goes to the very root of the question now assumed to be under discussion at Calcutta—the re-establishment of an Indian Navy, or the invention of some temporary substitute for a force, which, like the local European army, must one day be reanscitated. Here is a disturbance imminent in a quarter where we have large interests, political and commercial interests, which, it may be inferred, the opening of the Suez Canal will seriously affect; and yet, for want of a proper ship under the indisputable orders of Government, the political officer appointed expressly to safeguard and promote those interests cannot be conveyed in a proper way to the scene of action. That the engineers may be in the right or in the wrong does not alter the fact that what we call a great and powerful Government has given an order which one of its servants cannot carry out, because other servants of an inferior degree decline to work under certain conditions. The real lesson of the failure is that in some shape India ought to have a Navy, and as Bombay is the maritime province, the head-quarters of that Navy should be in our port. The impotence of the present makeshift system has been demonstrated, by what, but for the feelings of the men concerned, we should call a *reductio ad absurdum*.

Both the Supreme Government and the Secretary of State, we believe, recognize the necessity of having some naval force in these waters which shall be available for employment in furtherance of the policy carried out through the agency of the Viceroy. The question has now been fined down to the essential point—shall that force be a part of the British fleet, detached for Indian service, yet still under the Admiralty, or shall it be an Indian force, not under the Admiralty? The inconveniences of the first plan are great. The Government plainly cannot order the officers to perform a specified work, still less can it place them at the disposal of any Political Agent or Commissioner, or even Governor. The co-operation of the gentlemen who act under instructions from home, and who have no responsibility except to "My Lords" in Whitehall Place, must always be requested. As a rule the commanders of Her Majesty's warships are eager to accept suggestions, take hints, and do with hearty good-will the business required of them. But any one officer who stood on his dignity, or who had a temper, or who feared responsibility, or who thought he knew best, would paralyze the action of the State. It is an awkward thing to serve two masters; far more awkward to serve one master and another sort of master, whose relation to you is of a nondescript kind. We believe that, notwithstanding the anomaly of the relation, high authority advises the quasi-localization of a portion of the British Navy, and is now engaged in submitting those views to the Viceroy. The other plan is not without its disadvantages—with an Indian Navy, for instance, there might arise questions of relative and absolute rank and so on—but on the whole the advantages predominate. We should have a force at the disposal of the State; we should have a service afloat which made its home, and looked for its career, in Indian waters; and we might exact from its officers a local knowledge, both maritime, linguistic and political, which cannot be fairly demanded from the transitory visitants sent out by the Admiralty. The Government would soon feel the difference between a Navy and a makeshift like the Bombay Marine; and the possession of a navy could not fail to increase the efficiency of its action. As it would be necessary to grant commissions to the officers, some see in that an insuperable bar to the revival of an Indian Navy; but these objectors have to chose between the divided authority of the present system, and the possible annoyances that might arise from the creation of a separate Navy in due form. We trust that the Viceroy will be induced to recommend, not a substitute force, but the establishment of a real Navy suited to the maritime wants of British India.

THE following is all that the *Bombay Times* had yesterday to say in rejoinder to our last remarks with its striking apology for "Khuput":—

"As our daily contemporary has quoted our rebuke of its unworthy and groundless insinuations—not less such because not 'specific'—we can afford to pass by the renewed attempt at justifying them. But as reference is repeated to 'the acts of *khutput* [whatever those might be] performed in Bombay when the Gondul folk were here,' we may as well say, once for all, that not only our first information, but all we know of these 'acts' has been gathered from the columns of our contemporary. Considering the line followed by its Kattyawar correspondent, all information on topics of this kind should be more within its reach than ours."

It will be observed, and it is so far creditable to our contemporary, that *he* makes no attempt to justify that flagrant apology to which we drew public attention. *We* have nothing to justify in this matter. It will also be observed that our contemporary has not yet told us whether he would qualify as "injudicious kindness," a "show of attention," and so on, the "khutput" in Bombay of which, it seems, he is in a state of blissful ignorance. Further, he says, that "all information on topics of this kind *should be* more within" our reach than his. But the question is *are* they? They may be, yet, considering the authentic native sources on which our contemporary can draw, the statement is at least open to doubt. But it is not open to doubt that our contemporary published a scandalous apology for "khutput."

THE annual ball at the Byculla Club took success. No pains were spared by the committee in the work of preparation, and their labours met with a corresponding reward. The addition of a new room—a sort of drawing room—augmented the ordinary attractions of the Club, and made the moving *spectacle* more charming than ever. His Excellency the Governor honoured the ball by his presence.

IT is understood that no British cavalry are to be sent either to Cawnpore or Benares in relief of the 19th Hussars. The cavalry barracks at the latter station, says the "Pioneer," are to be relinquished by the Military Department, and given over to the Government, N. W. P.

H. R. H. the Duke of Edinburgh and suite arrived at Delhi by special train from Hattrass last Saturday afternoon. The party took tiffin at the Allyghur Station. Sir William Muir, whose camp had reached Allyghur in the morning, drove over to the station to meet His Royal Highness.

THE "Pioneer" believes it to be very unlikely that Holkar will be summoned to Jubbulpore to meet the Viceroy and the Duke of Edinburgh next month. Nothing has yet been settled about it, and although Holkar may wish to attend, there are others who perhaps think it as well that he should stay at home.

THE "Englishman's" statement, that Mr. Campbell has been appointed to succeed Sir Donald McLeod on the Punjab musnud, is, says the "Pioneer," at least premature. "No decision has yet been made, nor is it likely Lord Mayo will make any for at least two months to come. Mr. Campbell has undoubtedly some claims, and these will, no doubt, receive due consideration, with those of other candidates, when the proper time to make a selection comes."

WITH a view to encourage the resort of vessels to Port Canning, Government has, it is said, abolished the port dues at that place. "At present," says the 'Pioneer,' "the sole article of export from Canning is rice, which is being cleaned in large quantities at the mill. A ship is now being freighted with a cargo for Liverpool, and she will, it is said, be followed by a number of others. Should Government finally decide to abolish the export duty on rice, there seems no reason why Canning should not enjoy a share of the increased trade which ought to follow on such a measure."

IT is reported from Akola that Mr. Saunders, the Resident at Hyderabad, is expected at that station on the 15th instant to prepare for the reception of the Viceroy, who is to open the first State Railway on the 3rd March, as we stated in a former issue. The Municipality of Khangaon are determined that, so far as they can prevent it, the ceremonial shall not be devoid of *eclat*. They have voted the sum of Rs. 3,000 for the purpose. The station is to be illuminated, and Lord Mayo is promised a blue-bull hunt, if he cares for the sport; but His Excellency is warned that the spears he used with such good effect at Tumlook will not do for the Nilghai.

AFGHANISTAN.

A RECONCILIATION has apparently been effected between Sirdar Ibrahim Khan, the Ameer's eldest son and honorary representative in Turkistan, and Naib Mahomed Alum Khan, the actual Governor of that province. The latter, though too ill to travel otherwise than in palanquin, made a journey of four days for the purpose of waiting on the Sirdar; and Ibrahim Khan, whose weakness seems to be vanity, has been perfectly courteous and serviceable ever since. The report of the withdrawal of the King of Bokhara's forces beyond the Oxus, with the understanding that that river is henceforth to be the boundary between the King's and the Ameer's dominions, is confirmed; but the other and truly Oriental proposal of Naib Mahomed Alum Khan that the King should surrender Sirdar Abdul Rahman Khan and Jehandar Shah, receiving Meer Surrah Beg Khan in exchange, does not appear to have been acceded to. The Eed had come at the date of the last advices from Cabul, but the Ameer had still postponed his departure for Jellalabad.—*Pioneer.*

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

REPORTED DEATH OF DR. LIVINGSTONE.

LONDON, 2ND FEB.

The *Times* of to-day publishes a letter from Captain Cochrane, of the ship Petrel, dated the 9th January, stating that Dr. Livingstone had been killed and burned by the natives at a place situated at a distance of 90 days' journey from Congo River. The inhabitants of the native town had accused him of bewitching their king, who died three days after Dr. Livingstone had passed. A Portuguese rade (sic) brings news of Dr. Livingstone, who was near the lakes at the head of the Congo River; and was proceeding to Congo, where he intended to come out.

General William Erskine Bocher (sic) has been gazetted Knight Commander of the Bath. General David Russel has been appointed Colonel of the 75th Regiment.

M. De Lesseps has telegraphed that Canal transit dues will only be charged on the official tonnage of steamers, exclusive of the space occupied by machinery.

LONDON, 29TH JAN.

Advices from New York state that Prince Arthur had arrived at Washington, and had met with a brilliant reception.

The remains of the late Mr. George Peabody have arrived in America.

OBITUARY.

The name of Colonel H. A. Morrison appears in the obituary of the week.

LONDON, 31ST JAN., APT.

The Liverpool Cotton Market to-day was dull. Fair Dhollera 9¾d.

The Massilia from Southampton takes £1,000 in gold, and £10,000 in silver for Bombay.

The Bombay Mail of the 8th January was delivered in London on the 31st idem.

LONDON, 1ST FEB., APT.

The Liverpool Cotton Market to-day was dull. Fair Dhollera 9¾d.

The Manchester Market is quieter.

7 lbs. Shirtings, 9s. 4½d.

8½ ,, ,, 11s.

40's Mule Twist, 1s. 5d.

The China with the outward Indian Mails left Suez for Bombay on the 30th January at 9 A.M. (9 hours before contract time).

[BY INDIAN TELEGRAPH.]

[THROUGH REUTER'S OFFICE.]

CALCUTTA, 10TH FEB.

The "Friend of India" states that the Viceroy and the Staff, accompanied by the Foreign Secretary, will leave Calcutta on the 23rd instant, for a tour through the Central Provinces.

KATTYAWAR.

[FROM OUR OWN CORRESPONDENT.]

RAJCOTE, 6TH FEBRUARY.

THE weather is becoming warmer daily. For the last three nights there has been heavy fog which, if continued, is likely to cause considerable damage to the wheat crops. The cultivators seem to think there is a strange fatality pursuing them, since, with a fine bajree and jowarree crops that had come up with every prospect of an abundant harvest, their hopes were suddenly blasted by the appearance of locusts, and now with rich cold weather crops standing on their lands, the fog is commencing to threaten blight.

I omitted to inform you that our Political Agent had occasion to leave for Bombay, on important business with H. E. the Governor, which perhaps could better and sooner be settled by personal interviews than elaborate reports extending probably over quires of foolscap. I hear one of the subjects for discussion was the placing of the Bhyad and Gerassias under the protection of the Agency. This being of the most vital importance to the province, it is really to be hoped Government will see the absolute necessity that exists for authoritatively protecting this class of persons from the rapacity and oppression of their chiefs, or rather their designing kamdars and vakeels. The tion of succession in favour of his alleged child by a concubine, and his Ministry inflate him with such hopes that I believe His Highness looks upon the matter as a settled point. Poor deluded man, it is time that he and such like him should make strenuous efforts to release themselves from the thraldom of their selfish and deceitful advisers, who I may say hover around them as hawks do over their prey.

The lad Ameeroodeen wullud Khajbux, who was at the last sessions convicted of the murder of his comrade, has, with the sanction of Government, been sentenced to transportation for life. The assessors in the fullness of their mercy were for 14 years' transportation, which was not concurred in by the president, and very rightly sanctioned by Government.

INDIAN ITEMS.

MAJOR A. E. WILKINSON, B.A., is to officiate as Judge of the Lucknow Small Cause Court until further orders.

SIR BARNES and Lady Peacock passed through Allahabad by rail on Sunday night on their way to Meerut.

IT is stated that no more details of troops arriving from England will be despatched for the Punjab or Upper Provinces by the Indus route, during the present cold season.—*Englishman.*

A CORRESPONDENT complains that, while the officers of the Hyderabad Assigned Districts are paid from the Nizam's treasury, they are subject to an income-tax paid to the British Government.—*Pioneer.*

MR. G. J. POGOSE, barrister-at-law of the Inner Temple, on the application of Mr. Jardine, Government advocate, was, on the 2nd instant, admitted an advocate of the High Court, N. W. P.

THE junior assistant in the Punjab list, Lieutenant J. B. Hutchinson, has been appointed to assist the secretary—to act as a sort of aide-de-camp probably—during the visit of H. R. H. the Duke of Edinburgh to Lahore.

THE *Pioneer* hears of impending changes in the Hydrabad Commission. It is said that Colonel Stubbs, Deputy Commissioner of Ellichpore, at present on two years' furlough in England, will probably not return to India; and Captain Stalkeld has resigned his appointment in the Commission to return to military duty.

THE Bank of Upper India has in its half-yearly general meeting declared a dividend for the past half-year at the rate of 12 per cent per annum, and confirmed a special resolution of a former meeting calling up the unpaid capital of the bank to the amount of five lakhs. The amount may be paid any time before the 1st January 1876, so as to make the payment as easy as possible to the shareholders.—*Pioneer.*

COALS are sent to Newcastle sometimes even in India. In other words, public departments out here do occasionally just as stupid things as the sending coals to Newcastle would be considered at home. The latest instance of the kind brought to our notice was the despatch by one of the military departments in Calcutta not long since of a number of bamboo ladders from that place to Darjeeling. The Government Bullock Train Agency refused to convey the precious freight on account of their unwieldy size, and a private company had to be paid for carriage alone some two or three times the price that such ladders could be purchased for on the spot.—*Pioneer.*

INDO-EUROPEAN TELEGRAPH.

THE following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

United Kingdom, via Russia, 1st Feb.
Continent of Europe, via Turkey, 8th Feb.
Continent of Europe, via Russia, 1st Feb.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 9th February to 8 P.M. of the 10th February is as follows:—

To Bombay	Max.	Min.
From Kurrachee	23 55	3 31
,, Calcutta	11 35	0 37
,, Madras	10 59	2 10

Communication between Bombay and Kurrachee perfect.

Undelivered messages in the Bombay Signal Office—Satchuhary Saitz, from Aranashy, Belgaum.
Lewis, Manager Agra Bank, from Kohat.
Nursoo, Sudder Bazaar, from Nagpore.
Govuntha Tilloo, from Alleppey.
Bhimacharee Gulgulee, from Dharwar.
Hormusjee Mody, from Calcutta.
Hovelyan, 7th Hussars, from Meean Meer.
Lord Marcus Beresford, 7th Hussars, from Delhi

VICEREGAL LEGISLATIVE COUNCIL.

THE Council met on February 4 at the Government House.

FEMALE INFANTICIDE BILL.

The Hon'ble Mr. Strachey introduced the Bill for the prevention of female infanticide in India, and moved that it be referred to a Select Committee, with instructions to report in a month. He said that the time had now arrived for the Council to be informed of the terrible prevalence of this crime, and to determine that it shall no longer countenance it, and that it would spare no endeavours to repress this custom, which has so long prevailed throughout the country. There were one or two points which on the former occasion he had overlooked, and which he proposed with the permission of the Council to notice. One omission was this that he made no reference whatever, as he certainly ought to have done, in regard to the action which had been taken for a long series of years in the Bombay Presidency, to put down the practice in the districts of Guzerat and Cutch. Although he referred on the former occasion to the prevalence of this crime in Northern India, he felt that he ought not to have passed over in silence the fact of what had been done in that Presidency, more than in any other part of India. A very excellent account of the measures which have been taken by the Bombay Government is given by the learned and accomplished missionary of the Free Church in Scotland, Dr. Wilson. That book contains a mine of information on the subject. There was another point which it had been his full intention to have mentioned, but which he had accidentally forgotten. He had been reminded of this omission in consequence of noticing the deficiency of the number of Rajput children brought about by the prevalence of this crime amongst the Rajputs, owing to which it frequently happens that it is extremely difficult for them to find a wife of the proper class for their sons. This want has been very frequently provided for in a very abominable way. There is a common system by which persons make a trade of purchasing girls of low caste, and selling them as wives to the

graph appears to be in circulation, once we were told that the regiment would proceed on the 20th instant to Mhow to relieve Her Majesty's 95th Regiment, ordered to proceed to England immediately. Afterwards we were again informed that their march was countermanded on account of there being no transport ready for Her Majesty's 95th Regiment. We now hear that a telegram has again been received, ordering Her Majesty's 59th Regiment to hold themselves in readiness to leave this station for Mhow on or before the 27th instant.—*Ibid.*

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, 8th February, was 292, being 14 less than in the preceding week-97 less than the total of the week ending 14th February 1869, and 140 less than the mean of the corresponding period in the previous five years. During the week, 67 births were reported in the different districts of the city.

Section or Sub-Section.	Population by Census of 1864.	Small-pox.	Fever.	Cholera.	Nervous System.	Respiratory System.	Digestive System.	Accident & Violence.	Total (including diseases not specified here.)	Total deaths reported during the week ending 8th Feb.	Total Reported Births in the week ending 8th Feb.
Colaba	19,161	...	1	...	1	...	...	...	3	2	
Fort, Southern	2,455	...	...	...	...	...	...	...	...	...	
Fort, Northern	39,258	...	4	2	1	1	...	...	12	...	
Esplanade	7,980	...	...	...	...	...	...	...	4	...	
Market	75,547	1	3	3	3	3	1	...	15	10	
Mandvee	41,152	...	4	3	3	3	3	...	20	6	
Chuckla	41,442	2	3	2	5	3	3	...	20	7	
Oomburkharee	65,023	1	6	3	6	4	3	...	23	10	
Dongree	60,259	...	3	3	3	3	2	...	12	9	
Dhobeetalao	71,703	...	3	2	5	2	2	...	14	1	
Phunnywaree	27,520	...	...	...	...	...	...	...	...	...	
Bhoolesh wur	50,282	1	6	3	2	3	6	...	21	...	
Kharalabo	23,454	...	4	...	3	1	...	...	8	7	
Koombarwara	23,085	...	4	5	1	3	...	...	16	4	
Khetwaree	29,127	...	2	2	...	3	...	...	11	...	
Girgaum	21,503	...	3	1	...	...	...	...	7	1	
Chaupatee	6,184	...	...	1	...	...	...	...	2	1	
Walkeshwur	16,094	...	3	...	...	1	...	1	4	1	
Mahalukmee	9,144	...	1	...	...	...	2	1	4	...	
Mazagon	21,784	...	3	...	...	4	...	2	9	2	
Parwaree	9,402	...	2	1	...	...	...	1	6	1	
Kamathepoora	81,672	1	17	4	4	2	1	...	34	3	
Parel	7,002	...	2	1	...	...	...	1	4	1	
Seeree	9,042	...	1	...	...	...	...	...	1	...	
See	12,076	1	4	...	1	...	...	...	5	...	
Mahim	19,459	...	4	...	...	2	...	1	7	2	
Worlee	19,211	...	1	...	1	1	1	...	6	...	
Harbour	39,262	...	...	...	...	...	...	...	1	...	
Non-Resident and Unknown	...	1	4	...	1	1	3	1	18	...	
Bombay	816,562	8	93	1 32	40	46	3	29	292	67	
Mean of the corresponding weeks in the preceding 5 years.		19	209	31 24	51	42	6	...	432	...	

The following statement shows the number of deaths in the different races or castes :—

Race or Caste.	Small-pox.	Fever.	Cholera.	Nerv. System.	Res. System.	Dige. System.	Accidents and Violence.	Total (including diseases not specified here.)	Total Reported Births of Still-born.
Boodhist—Jain, &c	...	3	...	5	1	...	...	11	...
Brahmin	...	1	...	1	...	...	...	2	...
Lingaet	...	...	...	...	...	...	...	...	...
Bhatia	...	2	...	1	...	...	...	3	...
Hindoo of other Caste	8	81	21	15	21	...	...	140	31
Hindoo out-caste	...	6	3	2	4	...	...	18	6
Mussulman	5	23	8	16	14	1	...	73	18
Parsee	...	5	2	1	1	1	...	17	4
Jew	...	...	...	...	...	...	...	...	...
Native-Christian	...	4	...	1	3	1	...	14	2
Indo-European	...	...	...	...	...	...	...	1	...
European	...	2	1	...	...	...	...	3	5
Negro-African	...	...	...	...	...	...	...	1	...
Chinese	...	...	...	...	...	...	...	...	...
Unknown Races	...	...	...	...	...	...	...	2	...
Total	8	93	1 32	40	46	3	...	292	67
Corresponding week 1869	...	29	112	37	24	66	37	3	389	...

DEPARTURE OF THE DAPHNE.

H. M.'s DAPHNE, Captain Douglas, left Bombay for England yesterday afternoon, the term of her commission for service on the East India station having expired. The Daphne will proceed by the Suez Canal, calling at Aden, Malta, Gibraltar, and the usual ports.

H. M.'s Bullfinch will leave Bombay on service in a few days.

REPORT ON THE SAMBAJEE FAIR.

A REPORT, dated camp Ahmednugger 20th January, has been forwarded by Lieutenant-Colonel J. Black, Political Agent at Mahee Kanta, to the Secretary to Government, with regard to the annual fair held at Sambajee between the 15th November and 1st December last. On this occasion, it states, the fair was not so well attended as it usually is, which might be attributed to the famine at Munmar and the great sickness both in Rajpootana and Guzerat. The report further says :—

"Although all the traders were furnished with lithographed blank forms were ordered to return them duly filled up before having the fair. Thirty-seven traders dealing in Europe piece goods, country cloth and opium, left the fair without sending in the return, and 22 returned blanks, which shows less trade in these articles than there actually was. I trust that next year the information will be more complete. At the fair held in November last, the value of English piece goods brought for sale amounted to Rs. 1,82,758-3-7, of which were sold Rs. 1,28,487-13-4, leaving unsold Rs. 1,54,270-6-3. Had the opium been sold, the whole of the piece goods would have been purchased, but, prices having fallen, opium merchants would not sell. The value of cloth of native manufacture brought for sale was Rs. 61,942-10-2, the value of cloth sold Rs. 41,698-13-0, having cloth unsold of the value of Rs. 20,243-13-2. The quantity of opium brought for sale though less than that of the preceding year, was much in excess of the demand, consequently, out of Rs. 9,39,841-2-1 worth brought for sale, only Rs. 3,39,630-5-10 worth were sold, and Rs. 6,00,210-12-3 worth remained unsold. The opium sold to merchants of Guzerat in 1868 was found to be of an inferior description, and there being much of it left on the hands of the purchasers, there was less demand for opium this year, and this together with a fall in the price prevented sales. The demand for bullocks was greater than usual this year, the prices obtained were very good, and very few were left unsold. The number brought for sale was a certained to be 1,777, and the value of these animals ranged from Rs. 15-to 60 each, the value of cattle has been estimated in these returns at an average of Rs. 30 per animal. On this occasion as well as at the fair of 1867, no cotton from Meywar was brought for sale."

GIRGAUM POLICE COURT.—10TH FEBRUARY.

(Before R. H. SHOWELL, Esq.)

THEFTS.—A Musulman was sentenced to a month's imprisonment for stealing three caps.—A Hindoo was charged with stealing a quantity of cotton belonging to the Manockjee Pitty's Spinning and Weaving Company, and was on conviction sentenced to ten days' imprisonment.—A Hindoo woman was sentenced to hard labour for four months for stealing ornaments worth Rs. 45.

FURIOUS DRIVING.—Three Musulmans were charged with driving their hackeries in a furious manner at the Dadur Station, and were fined three rupees each.

TORTURE.—A Hindoo cart-driver was fined ten rupees for torturing his bullocks.

SMALL CAUSE COURT.—10TH FEBRUARY.

(Before J. O'LEARY, Esq.)

GUNNA BHOTCHURD VS. NARAYEN DEWJEE AND ANOTHER.

THE action was to recover Rs. 551-11-6, money lent and advanced by plaintiff to defendants on the 14th June 1869. One of the defendants appeared in person; the other defendant did not appear. The debt was proved, and the Court gave verdict for plaintiff for the full amount and costs, the same to be paid by instalments of Rs. 100 per month.

VELJEE JETHA VS. MEMON AYEB HAJEE.

The parties appeared in person. The plaintiff claimed Rs. 952, being amount due for forty candies of gingelly seed sold and delivered to defendant on the 15th December 1869. The defendant admitted the claim. The Court gave verdict for the plaintiff for the amount claimed and costs.

JUGGONATH MADA VS. MEMON KHAMISSA HAJEE MOOSSAIN AND TWO OTHERS.

The suit was brought to recover Rs. 900, being the first five instalments of Rs. 200 each, due on a promissory note for Rs. 2,000 passed by defendants jointly to plaintiff on the 19th August 1869. The claim was admitted by two of the defendants. The Judge gave verdict for plaintiff for Rs. 900 and costs.

BOMBAY RACES, 1870.

FOURTH DAY—THURSDAY, FEB. 10.

A VERY poor attendance, owing we presume to the fact that the Byculla Ball was given on the previous evening. The Governer's band played throughout the afternoon in the compound of the Club. The best race of the day was that for the Drawing Room Stakes, in which there was a most exciting race home, Nicholas and Sunbeam jostling each other for the last three hundred yards, and resulting in Sunbeam being winner by about a quarter of a length.

FIRST RACE.—"His Highness Ali Shah's Cup" of 50 G. M. For all maiden Arabs. Weight for age. Winner of the "Dealers' Plate," "Derby," or "His Highness Aga Khan's Purse" 5 lbs. extra; winner of two 8 lbs., and winner of all the three 10 lbs. One and a half mile. Entrance 30 G. M., H. F. To close and name on the 1st May 1869. Three horses from different stables to start, or the Cup will be withheld.

	st. lbs.
H H Aga Khan's.....b a c Shere Ali	8 6 Brewtey 1
Mr Field's.....b a h Longhope	8 5 Chapman ... 2
H H Aga Khan's.....g a h Nicholas	8 10 Syed 3

A good start, Longhope having the advantage. Nicholas soon fell back a little, the other two running neck and neck. On emerging from the stacks the horses were in a cluster, but Shere Ali soon showed that the race was his, and came in, hands down, by several lengths. Time—56 sec., 1 m. 55 sec., 2m. 22 sec., 2 m. 55 sec.

SECOND RACE.—"The Galloway Handicap."—Rupees 400 from the fund. R. C. and a distance. Entrance 10 G. M. 3 G. M. for not standing the handicap. Entrances to be made by 8 A.M. the day before the race. Weights to be announced by noon, and declarations as to standing to be sent in with the other nominations of the day.

	st. lbs.
Major Crosbie's.....g a p Electric	8 4 Bowjee 1
Mr Field's.....g a g King David	8 0 Chapman 2
Mr Field na .....g a g Hopshee	8 4 Brewtey 3
Mr Williams' .....g a g Lottery	8 10 Blackburn.. ... 4

On passing the stand Electric led, followed by King David, Lottery, and Hopshee last. This order was maintained till on passing behind the stacks King David came to the front. His advantage, however, was of short duration, and Electric came in winner, held hard, (the others hard at work), King David being two lengths behind, and the other two five or six lengths back. Time—Mile and a half, 2 min. 59 sec.; whole distance, 3 min. 23 sec.

THIRD RACE.—"The Drawing Room Stakes."—Rupees 400 from the fund. A handicap for all horses that have started during the meeting. 1½ miles. Entrance 10 G. M. 3 G. M. for not standing the handicap. Entrances to be made by 8 A.M. the day before the race. Weights to be announced by noon and declarations as to standing to be sent in with the other nominations of the day.

	st. lbs.
Mr Field's.....b a h Sunbeam	9 0 Hastings 1
H H Aga Khan's.....g a h Nicholas	9 0 Syed 2
Mr Arbuthnot Hagmon's.....g a h Greybeard	8 8 Brewtey 3
Mr Field's.....g a c Glencoe	8 3 Chapman 4

The horses started well together. Passing the stand, Sunbeam had the lead, the others following close. Half way round the course it was easily seen that the race lay between Sunbeam and Nicholas. On entering the distance, the two horses were hugging each other, the others several lengths behind. The race home between Sunbeam and Nicholas was magnificent, both of the horses being hard worked, and jostling each other. Sunbeam, however, won the race by about a quarter of a length. Time—55 sec., 1 min. 55 sec., 2 min. 55 sec., 3 min. 26 sec.

FOURTH RACE.—"The Hack Handicap."—Rupees 200 from the fund. Gentlemen riders. For *bona fide* unrained hacks. Entrance 3 G. M. ½ of a mile. Lowest weight for Arabs 9st. 7lbs. 1 G. M. for not standing the handicap. The winner to be claimed for Rs. 600 any offers above that going to the fund.

	st. lbs.
Mr B's .....b Cape m Lively Spin. 10	0 Seton .. 1
Major Dewshyre's.....b a h Chance	10 0 Owner ... 2
Mr Nursey Keosvejee's.....g m Baby Blake	10 0 Mr W. ... 3

Hajee Abdool Wahab's.g a h Nadirsha..... 8 6 Mr R. 1
Mr Field's.....b a h The Ape ..... 8 0 Chapman... 2
Major Crosbie's.....g a h Bluebeard ..... 7 0 Rowjee..... 3

Good start, Bluebeard making the running. Before entering behind the stacks, Nadirsha and the Aga made a race of it. Bluebeard picked up and came to the front for a little, but only for a little. Entering the distance, Nadirsha and the Aga struggled hard for places, but Mr. Rissac brought in his horse an easy winner. Time—3 minutes.

ODDITIES OF THE NATIVE PRESS.

of H. R. H. the Duke of Edinburgh to present a lakh of rupees to each of the rajahs who had the honor to be presented to him at that city. We fear those gentlemen must have been slightly disappointed, if ever they entertained any such expectations. Another native paper suggests that as young girls, on going to their husbands' or their parents' homes after leaving school, are apt to forget all they have learnt, the Government should allow them a salary until they "*acquire a natural* taste for learning," which sounds like an Hibernicism. A third paper, after insisting upon the necessity of female education, goes on to tell how a Hindoo traveller went into a temple at Nursingpore, and came out mad. Seizing a sword, the lunatic cut off the heads of his wife and children, and placed their heads before the image of the goddess Bhowani. After that he ran amuck through the place, killing or cutting down all who came in his way. In the end he coolly washed his sword in a running stream, fastened it to his waist belt, and went and hanged himself on the nearest tree. Assuming this to be true, what was the man's real disease?—*Englishman.*

CALCUTTA RACES.

SECOND MEETING.

FIRST DAY, SATURDAY, 5TH FEBRUARY, 1870.

FIRST RACE.—All Arab Handicape. 2 miles.

Mr. W. W.'s Growler, 9st. 12lbs., Gooch 1
Mr. Raphael's Rising Star, 8st. 2lbs., Irving..... 2
Mr. Bremen's Highlander, 9st. 3lbs., Donaldson 3
Mr. W. W.'s Favourite, 9st. 12lbs., Dignum..... 4
Mr. Manchester's Red Hazard, 8st. 5lbs., Bowen 4
Southern Confederates' Melbourne, 9st. 12lbs., Tingey 4

Longden went out with the lead at a tremendous pace, the rest being in the order they eventually came in. At the Bhowanipore corner Gooch lost a stirrup iron, but it seemed to make little difference, for he still kept a strong lead, nursing his horse well till he got to the mile-post, when Detrimental drew closer. Along the far side of the course the pace was made so terrific, that Melbourne was completely and hopelessly out of the race. They came into the straight, Longden still leading, Detrimental close up, and Favourite three lengths behind. And now ensued a most exciting struggle. Detrimental got within a very short head of Longden, but could never pass him; and the latter was only just able to put his nose in first and no more.

Time—3 mins. 24 secs.

THIRD RACE.—The Criterion Stakes. 1 mile. For Colonials and Country-breds.

Mr. Johnson's Kilmore, 8st. 6lbs., Keates 1
Mr. W. W.'s Rocket, 9st. 3lbs., Dignum..... 2
Mr. Hartley's ns. Jupiter, 9st. 6lbs., Tyrrell 3
Mr. Manchester's ns. Bellona, 9st. 3lbs., Gooch..... 4
Mr. Dover's ns. Cobweb, 9st. 3lbs., Walsh..... 5
The Templar's ns. Stockwell, 8st., Williamson..... dist.

After many false starts, owing to the fractiousness of Stockwell, who after all had to be left behind, the rest got away to a very bad start. Kilmore secured a good place, of which his jockey took advantage, never once was headed, and came in an easy winner.

Time taken when the horses started—1 min. 49½ secs.
Time when the red flag dropped—1 min. 47 secs.

FOURTH RACE.—Handicap for Country-breds. 1½ mile.

Mr. Ferris's Shamrock, 9st. 12lbs., Challoner..... 1
Mr. Raphael's Volano, 7st. 12lbs., Keates..... 2
Mr. Manchester's Defence, 7st., Donaldson 3

After much display of temper on the part of Shamrock, and a little by Defence, they were off, Defence taking the lead—Volano last. After going the first mile in 1 min. 55 secs., Defence had shot his bolt, and the others were up to him. Volano, beautifully ridden by Keates, now pressed hard on Shamrock, and after a splendid struggle the latter won by a head and neck.

Time—2 min. 54½ secs., 1st mile, 1 min. 55 secs.

—*Pioneer.*

IT is a curious fact that "the hustings" should be able to allure men away from "the diggings," and yet it is a fact. The excitement caused by the last election in New South Wales has so unsettled the gold mining community that working has become only a secondary consideration, whilst the country press have had their attention so entirely diverted from the topics that usually engage them that they give positively no news from the gold fields at all.

STEAMER REPORTS.

TRINCOMALLEE, 10TH, 9-55 A.M.—H. M. steamer Star from Bombay anchored yesterday.

TELEGRAPH LINE REPORTS.

KURRACHEE, 10th Feb., 12-26 A.M.—Cable communication perfect to Fao; Turkish line right to Pera; Persian line, state unknown. Latest dates from Great Britain via Turkey, 8th February, 2-5 P.M., via Russia, 3rd February, 11-45 P.M.

A HINT TO SOMEBODY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Would you kindly insert these few lines in an early issue of your valuable paper with the view to meet the eye of the military gentleman accompanied by a lady, who yesterday forcibly entered a boat whilst it lay alongside H. M.'s I. T. S. Malabar, and threatened to punch the head of the tindal if he did not at once pull him, his companion and baggage, ashore. Under fear of this, the tindal says he was obliged to comply, which ready compliance has entailed his suspension from DUTY and PAY till the matter be cleared up to the satisfaction of the officer who was left to reach his destination as best he could when his duties were completed on board the Malabar.—I have, &c.,

MARINE.

Bombay, 10th February.

INSOLVENTS.

THE undermentioned persons have presented petitions to the court for the relief of insolvent debtors, Bombay, praying respectively for the benefit of Act Eleventh Victoria, chapter XXI. :—

Nurhury Gunoba, an English writer.
Dawood Durvesh, an oilman.
Govindji Khimjee, a dealer in piece goods.
Dadabhoy Byramjee, unemployed.
Goolam Hoosein Moorbhoy and Hooseinally Mahomedally, dealers in iron-work.
Shaik Esmail Shaik Mahomed, Husonboo, Baloo Meeya Shaik Esmail Shaik Mahomed, and Jeenaboo, dealers in dry fish, and onions, &c.
Thucker Thurdass Ludhanee, and Sha Tribhoovun Veerjee, traded under the name and firm of Thucker Thurdass Ludhanee, as general merchants.
Jugonath Shewshunkerjee, a clerk.
Crustnath Balcrustnajee, a clerk.
Lulloobhoy Jaichund, unemployed.
Naujee Ramjee, lately traded as a merchant in partnership with Balmucondass Ramdass, under the name and firm of Balmucondass Nanjee.
Pursbotum Mooljee, a broker.
Sorabjee Cowasjee and Nanabhoy Cowasjee, liquor sellers.
Jacoob Ellias, a dyer.
Heera Ramjee, Khetsey Coorpal and Dosa Coorpal, lately traded as general merchants in partnership with one Mooljee Nagsey, under the name and firm of Heera Ramjee.
Hajee Casum, a dealer in timber.
Vrijeejee Runsordass, lately carried on business at Moondra, in Cutch, in partnership with one Dwarkadass Dyal, under the name and firm of Jadhowjee Naronjee; and in Bombay under the name and firm of Vusonjee Runchordass and Runsondass Jadhowjee.
Ganesh Munaram, a havildar in the Royal Spinning Company.
Ahmedally Sungayally, a peon in the service of Nasserwanjee Wadia.
Beniram Cuniram, a dealer in sweetmeat.
Bhicoo, woman, and Soondra, woman, courtezans.
Ahmed Moosa, Lalbace his wife, and Joosa Ahmed, the first and third named insolvents are carpenters, and the second is unemployed.
Vujeerbee woman, and Moonabee woman, courtezans.
Josey Veerjee Shamjee, who traded as a general merchant under the name and firm of Wagjee Veerjee.
Dhunjeebhoy Hormusjee, an English writer.
Dadabhoy Jamsetjee, an English writer.
Edward William Flower, a broker.
Crustnajee Ramjee, a contractor.
Ann Mann, widow, late a boarding-house keeper.
Vulee Ayeb, Noorbace, widow of Ayeb Abdoola, and Ally Ayeb, pickle sellers.
Jugonath Ramchunder, unemployed.
Hoosein Adum, a hawker.
Ahmed Adum, a hawker.
Noorbace, woman, a dealer in oil.
Aba Tookaram, Bhagoo Tookaram, and Rukmabace, widow of the late Sewapa Tookaram, milk vendors.
Canee Cassim Moroosha, and Vujeerun his wife, dealers in country blankets.
Khoja Casum Pudomsey, formerly dealer in firewood.
Chapsey Soonderjee, unemployed.
Hormusjee Cowasjee, a liquor seller.
Cowasjee Heerjeebhoy, formerly a liquor seller.
Ebram Jooma, Jan Mahomed Jooma, and Raimoobace widow of the late Jooma Moosa, dealers in chunam.
Joota Puncha, Dunabace his wife, and Nathoo Joota, sweepers.
Mahomed Syed bin Mahomed Mookree, a moozavar, or Mahomedan priest.
Dorabjee Hormusjee, a carpenter.
Eduljee Dadabhoy, a dealer in liquor.
Goolam Hoosein Allybace, a dealer in gunny bags.
Deweshwer Cursonjee, a merchant.
Jeebhoy Cursonjee, a merchant.

A PARSEE'S PRIZE POEM.

THE following is the poem which gained the Homejee Cursetjee Prize of 1869. Mr. Jehanghiershah Erachshah Kohiyar, of the Elphinstone College, is the author :—

THE INDUS.

High o'er the land my venturous spirit soars
Whence noble Indus brings his copious stores;
Two lakes afar my wandering gaze descries,
Two plenteous rivers flowing thence espies,
There heaves the earth to meet the beaming sky,
Peaks rise on peaks before the brightening eye,
Faint and more faint the shadowy grandeur grows,
Till ether mingles with Himâlayan snows.
Worthy the parent stock here Kailas swells,
On his hoar heights my searching eye now dwells;
As glowing sunbeams woo him kiss his brow,
Thick orchat bosh dissolves the spreading snow,
Freed by the sun to wander where they will
The frozen waters turn to many a rill;
The rushing streams in fearless youth now leap
With ceaseless roar o'er many a craggy steep;
Now lulled to rest they flow with humbled pride;
Through mazes of sinuous gurgling wind their tide;
'Mid these the Indus with superior worth,
Discovers greatness even at his birth.
Delightful task! his youthful steps to trace,
To see him gaily run his onward race.
O'er Thibet's wilds his winding course is seen,
His silver flood luxuriant fertility with green
That sole relieves the desolation dread,
Whose dreary wastes to the horizon spread.
Fast flows the stream by Leh's sequestered town,
Whose greedy kings with trade disgrace their crown,
Till peaks of Hindu Kush their front oppose,
On roll his waters pure as melted snow
A while they lingers, gather scattered force,
Then deep through gorges hew their stony course;
Impetuous rushing eager for the plain,
In stormy tumult on they press amain.
With equal fury Attock raging pours,
And adds to them his tributary stores.
Amid the whirl Kradlisun's fingers shows
Where holy Akhund hurled his sinful foes.*
The Afghan here, of savage realms the heir,
In sweet contentment tastes his scanty fare;
Thirsting for blood his mountain vigour spends
In countless feuds and war that never ends.
His barren land extends in prospects bleak
From hollow vale to towering snow-crowned peak.
What contrast strange with Kashmir's fertile vale,
Where lavish nature's blessings never fail!
Down blooming garlon wreaving with the sighs
Of gentle breezes under summer skies,
Where golden harvests crown the rustic's toil,
And varied verdure decks the fruitful soil;
Where fragrant flowers set with pearly dews,
Rival in brilliance e'en the rainbow's hues!
Where grassy lakes extend in placid calm,
Stilling the spirit with their soothing balm;
With cities bosomed in the sylvan scene,
Which once the Hindu's birthright fair had been!
Strange where in such perfection nature reigns,
And gracious showers each joy on her domains,
Where iron frame should match Hion's heart,
Whence guardian freedom never should depart;
Luxurious man, to rending passions prey,
Submissive bows to ruthless tyrants' sway!
Still onward as the rocky channel leads
By Attock's fort the deepened river speeds;
A passage here the narrowed stream allowed
To conquering hosts before whom India bowed:
Great Alexander hence his warriors led,
To heap fresh glories on his laurelled head;
To conquer Porus—warrior tried and brave,
Whose dauntless spirit scorned to shun the grave;
Though fate of war his foemen victors crowned,
In lingered still upon the bloody ground,
Though captive, yet with quenchless fire inflamed,
From wondering foe a monarch's rights he claimed.
With giddy whirls, on beds of yeilding sand,
The silver waters sweep along the land
Where saintly Nânak fused conflicting creeds,
The slumbering Hindu roused to noble deeds,
For freedom's blessings gave his Sikhs a zest,
And seeds of valour planted in their breast.
The rising nation with oppressive sway,
The bigot Moslem's fury brought to bay,
And as the noble monarch of the wood,
Resents his peace disturbed with outrage rude;
E'en so the Sikh with grievous wrongs enraged,
In freedom's cause the war unyielding waged,
Till favouring fortune on them kindly smiled
And peaceful cares again their days beguiled.
The deadliest foeman's hatred seems but slight,
When civil discord shows its venomed spite,
While inward fire consumes the burning heart,
Life lingering wastes and withers every part.
What marvel then, if social bonds decayed,
The haughty nation Ranjit's arms obeyed;
If weak with strife her strength could scarce withstand
The sturdy Briton's still victorious hand.
In wide-spread grandeur on the waters urge,
While verdure spreading from their mirrored verge,
While sails of commerce on their bosom teem
With harvests yielded by the plenteous stream;
The watery kingdom wider still extends
As rolling Punjnud with the Indus blends.
The Sindhi last the broadened stream beholds,
As Indus guides his princely flood unfolds;
Till with the ocean ends his long-lived reign,
His waters merging in the boundless main.

* "Two block rocks in this part of the river, named Jallalia and Kemalia, are pointed out by the inhabitants as the transformed bodies of the two sons of Peerce Taruk (the apostle of darkness), the founder of the Roushenia sect, who were thrown into the river by Akhoond, the dervise and theological opponent of their father."—*Hamilton's Description of Hindustan*, Vol. I., p. 479.

THE ABANDONMENT OF THE SHIP KNIGHTSBRIDGE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Would you be kind enough to insert the following in your valuable paper?

JANUARY 1ST.—Lat. 60·14 south, long. 71·50 east, light baffling airs from N. W. At noon saw a large ship to eastward with signals at the gaff end, which proved to be the Knightsbridge of London, from Sunderland, bound to Bombay with a cargo of coal. About 2,500 tons of coal on board. At 7-30 P.M., the two ships being close to, the captain of the Knightsbridge hailed the British Sceptre, and told me his ship was on fire as smoke was coming up the main hatch, and asked me if I would stay by him till daylight, as they had only discovered the fire that morning. I told him as his ship was the fastest and on fire, he had better follow, as we were both bound to the same port, and should any accident happen through the night I would render him all assistance if he burned a blue light—(the signal agreed upon)—and would go on board his ship at daylight if he kept his ship close to. He had nothing to fear if he kept his hatches off to allow the gas to escape as it accumulated.

JANUARY 2ND.—Lat. 10 west, long. 72·19 east. At 7 A.M. Captain Jameson came on board the British Sceptre, and asked me to go on board and see what I thought of the fire, as the crew had got frightened about it. As it was a dead calm at the time, I took my boat and went on board and found all hands throwing the coals over board out of the main hatch. I told them to stop, so as to see what quantity of smoke was coming up out of the coals. On going down the fore hatch I found little or no smoke or gas, and everything all right, as the place was almost empty, the bulk of the coals being in the main hatch. On going down the main hatch I found smoke coming up through the coals and the coals hot, but did not think the ship was on fire yet, or if she was, it was very low down, and that he had nothing to fear with another ship in company as his ship was iron, so long as he kept about 3 feet of water in her bottom. Captain Jameson asked me to give my opinion to the crew as they were very discontent and had commenced to pack up their clothes, ready to leave the ship. He called all the crew aft, and I told them that I did not think the coals was on fire, or if they were, it was very far down in the lower hold—and as the ship was iron, she could not burn through with 3 feet of water in her, about which quantity there was in her at the time, as the ship was like a boiler, and as long as the hatches were kept off she could not blow up as the gas would escape out of them, and that they had nothing to fear but to go about their work with a will and discharge the coals out of the main hatch till they got below the 'tween deck hatches, so as to allow the gas to escape out of the lower hold to prevent explosion or flames arising, and as both ships was bound to same port, I would keep company to Point de Galle, or first land on the coast, so that the ship could be got into port in case fire broke out. I then went aft and had a consultation with Captain Jameson and the chief officer, and told the captain that his ship was on fire, but on no account to let the crew know, nor the officers, till they saw the flames. The captain said that the carpenter had driven a long bolt down amongst the coals, and in twenty minutes he had taken it up red-hot. I told him he should not have allowed him to have done so, as it could do no good and only frighten the crew, so that they would want to abandon the ship, as the fire would last a long time in so large a bulk of coal without damage to anything but the coal, at least long enough to get ship into port if they dug down below the lower hatches to allow the gas to escape as it accumulated. As the crew had all gone to work again discharging coals with a will, and a light air sprung up from the N. W., I went on board the British Sceptre, and told the captain that I would make for the first land on the coast, and he was to follow and keep close to, in squalls or thick weather, through the night, and to keep his crew constantly employed about something or other, and not to allow them to hold consultations, or drive any more bolts down amongst the coal. On getting on board I shaped a course through the Equator channel with light N. W. winds and easterly currents, the Knightsbridge keeping close to astern. At midnight the burning mass of coals could be strongly smelt by all the crew of the Sceptre, although the ship was two miles off at the time with the wind aft, a dense volume of smoke and gas was ascending out of all the hatchways.

JANUARY 3RD.—The Knightsbridge still in company astern. Signalled him to come within hail, as I saw dense volumes of smoke coming out of the hatches, and no one working at the discharging of coals. On his coming up I asked the reason why they had given over throwing the coals overboard, and if they had got below the 'tween deck hatches yet. The captain said that the coals were too hot to stand on to work, and that the carpenter and others had to be taken out of the hold insensible and had some trouble to bring the crew would go no more into the s—e, and that I told the captain to furl the courses and take all ropes, &c., that led up aloft out of way of the hatches in case flames should come up out of the hatches as the gas accumulated, and to throw all combustibles overboard as gunpowder, tar and paraffine oil, which course was adopted, as I saw the captain throw all powder overboard.

JANUARY 4TH.—Lat. 00·29 north, long. 74·49 east, the Knightsbridge in company. Asked the captain by signal if the fire could be got under. He said no, but getting very bad. I then advised him to get all provisions out of the hold and things of value, and place them on deck, as in any case they would spoil if kept below, and should we be obliged to abandon her they could be saved, and that he was to bend his cables on to anchors and get 60 fathoms from below, in case it would be too hot to get at them when the ship got near the land, and to bend his best hawsers on to 15 fathoms of small stream chain and to make it fast to foremast through one of the spare hawse-holes to prevent the flames from burning the tow line—as when they could stop no longer, I would take her in tow, and to be careful to throw all spirits, wines and beer overboard after dark, as the captain and officers could do that without the crew knowing anything about it; to keep the crew sober, as I knew it would be all up with her if they got to any liquors. But I regret to state that in the excitement they had forgotten to throw the spirits, &c. overboard as requested. That evening about 8 P.M. we parted company for the night, the signal agreed upon to burn a blue light or send up a rocket if he wanted assistance through the night.

JANUARY 5TH.—Lat. 1·13 north, long. 76·22 east. At 5 A.M. the chief officer reported that the Knightsbridge was burning a blue light, and that after the last rain squall was over, the flames were coming out of the main hatch as high as the main yard for a short time after the squall. On coming on deck I ordered the yards aback and to get the boats clear. On the Knightsbridge coming alongside, the captain said that the crew would not stay by the ship any longer, as when they had put the hatches on for the rain squall, although they had only been on for about 20 minutes, they had been blown off about the decks and an explosion below, at same time flames ascending as high as main yards with the quantity of gas that had accumulated in 20 minutes, so that if the hatches had remained on longer or being past down, the decks would have been blown off her and all hands along with them, as the quantity of gas the fire was making was very great. As it was continually ascending out of the hold with the smoke, I expected the sails to get on fire, so that we kept the ships on a wind so as to let gas and smoke go over the lee side of the ship instead of ascending amongst the sails. The captain asked me to go on board and see the state of things. On going on board I found the hatches lying about the decks where they had been blown at the time of the explosion, and dense volumes of smoke coming out of the hold with the decks so warm, that it was impossible to stand long in one place, and everything in confusion. As I saw the crew about passing their clothes into the boats, and the second officer the chief man amongst them, I asked them what they were about and to stop, as no clothes or anything else should go on board of my ship till I had a tow line passed to the Knightsbridge, so that they might come out of the boats with their traps as soon as they could, and go to work about getting the tow lines on board. They said they would if I would allow them to send their clothes on board the British Sceptre—so as I only required one of the boats, I told the captain to send the oldest and most useless of his crew about getting these effects on board in the boats, and the rest to go about getting the hawsers fast. The captain and chief officer told me that the crew would pay little or no attention to any orders he or the chief officer gave them—so that I sent my boatswain and some of the crew in the braces of his ship till the tow line was fast, as I had the steam up since daylight for doing all heavy work required. After seeing all the the crew at work, I returned on board of my ship and sent the crew ropes on board, with orders to bend it on the best tow line as soon as the ships were close together, instead of which they bent it on to a 6-inch warp. After getting it on board and thought the bend they had put on to the 15 fathoms of stream chain slipped, so that about 2 fathoms of small chain was left towing over the starboard bows through the hawse pipe. On getting the ships closer together again, I asked him what he was about to send a 6-inch warp to tow a ship of her size and why he had not bent it on to the best hawser, as told. He said he had no one to handle the big hawser. On asking him where the crew was, he said he did not know, as I saw only two of her crew on the deck forward along with the mate. I sent a second line on board for the best hawser, with orders to bend my new lines on to the hawser, as it was a very heavy one, instead of which he bent on to my new line a small piece of rotten 1½ inch rope about 10 fathoms, and pitched overboard the heavy tow line. As soon as I hove the tow line above water, the small rotten line parted, so that all the hawser was overboard hanging to the 15 fathoms of chain through the hawse pipe. On seeing the way that every thing was going on, I hailed the ship and told the captain that unless they give me more assistance, I would abandon both them and the ship—and what part of her crew and boats was alongside I sent them about under running the hawser to bend the line to it again and make another attempt to get the hawser fast to my ship, which I am happy to say succeeded. On getting it fast to the main mast, I set all sail and procee

MILITARY FLAGS.

THE notification lately published, to the effect that vacancies in the lower commissioned ranks in the army are not to be filled up at present, has naturally given rise to rumour that the rank of cornet and ensign is to be abolished, and that the officers of a company of infantry are to be limited to a captain and his lieutenant. This report has evoked the rather natural inquiry of, Who is to carry the colours of the regiment, hitherto borne by the ensigns? And this again is supplemented by another question, as to the necessity of colours at all. Flags and standards are so intimately associated in most people's minds with all the pomp and majesty of war that it would almost appear to be profane to deprive regiments of their sacred banners (for they are always consecrated), whereon the glories of the past are emblazoned as incentives to future exertions. But recent wars have shown that, however exalted the honour may be of carrying the colours, it is an unpleasantly dangerous duty, for these conspicuous ornaments attract a very unwelcome share of the attention of the enemy's riflemen. Formerly every company had a flag and an ensign to carry it, and the Fusiliers, who bore no colours, had no ensigns; but by degrees company colours were found to be cumbersome and inconvenient for ordinary warfare, and the number of flags in an infantry regiment was limited to two. These are always said to be regarded with especial reverence by officers and men, and spirit-stirring stories are related of acts of devotion and sacrifice of life in defence of these cherished emblems of the honour of the corps. Colours in danger of being captured have been carried away in guns, boxes, and drums, or wound about the body under the coat, or packed and quietly removed in unobtrusive parcels. According to one very popular legend, a party of soldiers who had stood by their colours after all their comrades had been killed, found themselves surrounded by a far superior army of desperate men, who swore they would strip their captive when they caught them, in order to prevent their carrying away these tokens of victory. But the soldiers were equal to the occasion. They burnt their silken banners, and, mixing the cinders with their tea and grog, drank off the ruddy decoction to the glory of their country. This story has gone straight to many a soldier's heart, and the ardent worshippers of Mars and Bacchus have longed for a similar opportunity of showing their devotion to their gods. But, apart from the sentimental feeling which is rapidly evaporating in these prosaic days, colours seem to be but little use for colours now. When infantry was scattered, either by a charge across a plain against a foe whose hesitating fire was comparatively harmless, or by a panic created by cavalry, it was necessary to have some towering and visible points around which men could rally; and no doubt there are cases, such as that of young Lake, at Amoneburg, when, by a judicious unfurling of the flag, half-defeated soldiers may find their enthusiasm restored. But in these days, when silkful riflemen can bring down rash devotees at great distances, an exhibition of these feats of courage would lead to confusion and slaughter. The tendency of modern military movements, is inclining towards giving a greater independence to individuals and to separating small bodies from the masses so as to enable parties to move unseen and swiftly on an appointed spot, or else, by digging and taking advantage of slight inequalities of the ground, to secure shelter from the enemy's fire and concealment from his eye. In such cases colours would be detrimental to success. There is, in fact, no position of a battalion where colours can be of the slightest use, and the interpolation of the small colour party in the centre of the line is felt to be an interruption, though in a small degree, of the perfect and simple uniformity of the company system. Acting on the principle that everything in war which is not simple is bad, the Volunteers have rejected the colour party, and, as a necessary consequence, have no colours. It remains to be seen whether the Regular Army will still retain these useless ornaments for service, or keep them only, with gold sashes and gold belts, for occasions of pomp and display.—*Pall Mall Gazette.*

THE DERBY—AN ANTICIPATION.

(Bell's Life, Jan. 15.)

IT is with a lively sense of the arduous nature of the undertaking before them that both writer and reader must enter upon a so-called analysis of the Derby. The subject has been treated from time to time in almost every conceivable form—the gay, the grave, the poetical, the statistical. The article broods heavily over the "prophet" for months previous to its appearance; it is a something unholy, an incubus, a nightmare haunting him when he is supposed to be at rest—a metaphorical black draught that is ready for him by his bedside when he awakes in the morning. If the writer attempts to deal with it playfully he is reprimanded by the old school of readers for the levity introduced into the treatment of a most serious subject. If, on the other hand he elects to labour, according to established precedent through a dreary, weary story of how many the favourite beat here or there, with the names and pedigrees of all behind him—if he chooses, as has been the wont of predictors from time immemorial, to elaborate painfully each shadow of a rumour that has been noised abroad respecting dark horses and outsiders, let him be sure that by the present generation of men who peruse sporting journals he will be set down as a twaddler and a bore. Thrice happy the man to whom it shall be granted to hit on that medium, as yet undiscovered, which shall please both young and old. In his own case the writer admits that the search for the art has been made in vain. Grappling, therefore, with that gigantic, although necessary evil—the Derby article—he throws himself on the mercy of those who may endeavour to peruse it, merely advancing as some small set-off against unavoidable tediousness, that to the best of his ability he will avoid the reproduction of *Guides* and *Calendars*, and will not, as already rendered useless, nor discuss at unnecessary length the chances of horses with whose form the public is quite as familiar as the prophet himself.

By a species of right, as it were, a kind of monopoly, such as in days of yore was possessed in almost as great a degree by Lord Jersey, of Middleton, Mameluke, Riddlesworth, Ibrahim, Bay Middleton, and Achmet renown, Mr. Merry again supplies the favourite for the greatest race of the year. So far as regards the past performances of his chief representative, Sunshine, that position is worthily occupied, as, in a long series of races, some hardly won, some carried off anyhow, the daughter of Thormanby and Sunbeam—a happy cross indeed—showed form superior, by a trifle, to that of anything stripped during the season. A somewhat lazy and lurching filly, her chances have unfrequently been prejudized when on short two year old courses she encountered the quick-actioned, freegoing Mantilla; but those who carefully watched the finish of every race in which Sunshine took part last year could hardly avoid the conclusion that a distance of ground was her *forte*. In every instance up to the time of her memorable Middle Park Plate race she had her opponents more thoroughly beaten by far as she passed the post than had been the case but a few yards previously, and despite counter opinions still expressed no shadow of doubt rests on our mind that but for the disappointment caused by Gingerbread's unexpected victory on to her in the Middle Park she would have won that race by a good half neck, and that if the distance had been but a little further she would have drawn half a length clear of Lord Falmouth's dead-settled colt and of Frivolity, whose last effort—made at the critical moment—just enabled her to snatch the victory. The fault that might be found with Sunshine—a fault pointed out long ago in these columns—is a little lightness and, it may be, over-straightness in her fore legs; she is bred to combine speed and stoutness, and has proved that she possesses them. Clearly then, if the filly winters well and escapes on the day the ill to which her sex are liable, nothing that has up to this time measured strength with her can be expected to lower the pride of the Russley queen. As in the case of all fillies, the main objection urged by those who doubt her capability to win the Derby is that the time of year at which that race is run is, of all others, the most dangerous and trying to mares. Granting that such is the case we decline to admit that it is on this account that the Derby has so seldom fallen to the softer sex. As before explained, it has happened most rarely that the crack fillies of the year have run for the great race, or have even been engaged in it. In Blink Bonny's year a good filly happened to be engaged in this race, and won it. How many more fillies might not have equalled the Blink Bonny feathad their owners but given them the chance of doing so! Such of our readers as feel curiosity, and have time at their disposal, may search the Calendar from Eleanor's time down to the present year, and they will then know the reason why colts have hitherto almost invariably carried the Derby crown. Sunlight, Mr. Merry's second "string," is a great horse at home, and a most disappointing one in public. His turn of speed is prodigious, best exemplified by the style in which he caught and ran through his opponents in the Criterion, but as a two year old his heart has not been in the right place. With increase of age he may attain courage or confidence, whichever it is that he at present lacks, but we doubt the likelihood of such improvement, and dare not place confidence in a horse that has hitherto systematically disappointed his friends, let his private reputation be great as it may. Macgregor is a colt with the pedigree of a Derby winner, but if he carries off that race he will belie his looks and shape, both of which indicate that speed rather than endurance will be his characteristic. His friends have not been few or far between. We cannot congratulate them on their present prospects.

If Kingcraft should win the Two Thousand Guineas—and such an occurrence is very likely—he will, according to custom, be rushed to a very short price in the Derby quotations, and people will forget that in his later races at Newmarket last season he ran like a non-stayer—at any rate not like a game horse. The stock of King Tom appear to possess one unenviable peculiarity. Their turn of speed is as a rule so great that up to the critical point of a race a colt or filly by that sire will seem to have all the best of the opponents, and will come to the fore pulling hard. The jockey "steadies" the horse, but when another effort is required, the King Tom nature appears to be incapable of making it. Kingcraft, it seems to us, comes under this rule, to which Restitution and one or two more are exceptions. The Rowley mile may be within the compass of this grand horse, for a grand horse he is, but on the Epsom course he will, we anticipate, succumb to animals that will stay better and run more gamely than himself. Sinc rely do we wish that the colt's capabilities may be a mistaken one, for a Derby race won by Lord Falmouth would be a vast help and boon to the Turf. Such a desirable event is, however, to our thinking, improbable if Kingcraft is to be relied upon for its accomplishment. Coutts we take to be a very speedy colt, not unlikely to be "revived" in the spring. If, however, he had been a Derby horse the secret could scarcely have been kept so long, and the whispers of the enemy are, we fear, moreover in this particular case only too well founded. The Baron, we suspect, must be added to the lengthy list of high-priced yearlings that have miserably disappointed their purchasers.

Joseph Dawson's chance is a formidable one, for in addition to Camel, with his Doncaster Nursery feat to boast of, Bedford Lodge has King of Scots, fourth in the Middle Park Plate when "off," Normanby, and Kennington, a colt, who but for the difficulties in the way of his starting, would be more deserving of support than seven-tenths of the horses that have as yet been backed for the Derby. Revenge, a mysterious animal, that for all we can tell may be the best horse in England, appears to have vanished from his old stable, and is no longer companion to the above. Camel's credentials have been attacked on many grounds, the chief of them—a very feeble one—being that when heavily backed he was beaten in a crowd of horses for the Corporation Stakes at Doncaster; the second, because, when in receipt of 7lb. from Agility he only beat her three parts of a length; and the third, because it was only "Nursery form" that enabled him to give from two to three stone to Enfield and Newsman, and lesser weights to many others on the last day of the great Yorkshire meeting. We decline to be swayed by any of the above accusations, and despite the unfavourable market symptoms noticeable just at present venture on the opinion that Camel was last year a big, lurching, lazy horse, hardly to be got out by a boy, and that his Nursery Plate performance, with 8st. 6lb. on his back, is the form on which those who endeavour to gauge his Derby chance must rely. Camel is bred like a race-horse, and moves like one, and holds out promise, moreover, of improving during each month that he is in work for some time to come. Whatever may be his achievements in the early part of 1870 he is almost certain to do a great thing eventually, and stamina, we incline to think, will prove to be his strongest point. King of Scots, on the other hand, is not cast in the mould of a horse that will live over long courses, and as a matter of opinion we should expect Kennington to beat him over the Derby distance could the heavy obstacle to the latter's starting be cleared away. For Lord Stamford's sake we trust that Normanby may fulfil the expectations formed of him. To our fancy his great hits will be made on short courses, but he is of a wiry, improving kind, and may yet make up into a horse of higher class than many expect.

From the Hermit stable there is this time little danger to be dreaded, and neither the Mentmore Lass colt, nor Moonstone, useful though they will be in their class, can be expected to rival even the achievement of King Alfred. In common with all lovers of the Turf we wish that this anticipation could be unfulfilled and that the great prize might fall to so worthy and deserving a sportsman as Baron Rothschild.

There is reason to think that when Prince, a son of Monarque and Lady Lift, was placed *hors de combat*, the great French stable lost the services of a very good horse. Alaric and Chancelier, his stable companions, are bred like race-horses, and have good reputations, that of the first-named founded on his race with Sunshine in the July Stakes, that of Chancelier chiefly resting on the promise he has always held out of growing into a three year old of character. The late running of the first, however, was not at all equal to that on the other side of the Ditch, but it must be admitted that the horse never wore a thoroughly trained look, and left the impression on the minds of good judges that when he had received one of Jenning's preparations he would, if his legs stood, be nearly, if not quite, a Derby horse on the 1st of June.

At present, the two shining lights of other times—John Day and John Scott—show no sign of making much stir before the day. Nobleman, although a handy sort of nag, is no Derby horse; and Goldsborough we strongly suspect comes under the same category. Prince of Wales must not be too hastily condemned on the score of his ignominious display when he opposed Atlantis and Sunlight in the Clearwell, but although this brother to Fripponier has good days in store, it is too much to expect that he will turn out another Andover; and Cradle, a clever filly and a well-bred one, will have to attain any honour she wins for Danebury in other than a Derby field.

The extraordinary performance of Astolfo is undoubtedly a most meritorious one, for this well-shaped, powerful son of Orlando was very backward indeed when he beat Kennington at Winchester easily; and the last named travelled on the same evening to Doncaster, and, stiff as he may be supposed to have felt after such a hurried journey, he gave Roma, a "cracker" at that time, 3lb, and was beaten by a neck. Behind him was Green Riband, to whom Kennington conceded 7lb, and a very few weeks afterwards Green Riband ran second to Sunshine for the Woodcote Stakes at Epsom, leaving some good horses behind him. This speaks volumes in favour of Astolfo, who must be argued into the position of the most dangerous horse in the whole race. But here the all-important question of breeding intervenes, and the boldest of his adherents may well be staggered when questioned as to the probability of an Orlando staying the Derby course, after the produce of that dead sire have for many years past failed to distinguish themselves on any but short distances. We confess to a strong disbelief in the likelihood of such an occurrence, and although there is no fault to be found with Astolfo so far as looks go, and admitting the strong likelihood of his making a great fight for the Two Thousand, and, perhaps, even winning that important event, we decline to bring ourselves to believe that Mr. Graham's neat colours into a more prominent place than that the sturdy Drummer attained last year. Hawthornden is a *nicelish* colt, not our notion of a Derby horse, and better suited for a race on the flat than for such an up-and-down encounter as the one under notice. In the same stable is a dark youngster, called Highclere. He is by Newminster, from Blue Riband's dam. When sold as a yearling at Doncaster he had the making of a good horse about him, and as he has been engaged in stakes that have only recently closed it is only fair to suppose that his friends do not despair of him, notwithstanding his long seclusion from the public gaze.

Despite the tall talk that followed on Stanley's victory at Doncaster, it is a matter of grave doubt with us whether the colt is of Derby class, let him make all the improvement that he may between this time and the all-important day. On the first blush the performance reads like a very promising one, considering that Mr. Johnstone's youngster was certainly backward, and that he ran with great gameness. The form shown by Torreador, who ran second to him, was, however, very moderate, both before and since his desperate struggle with Stanley. Gertrude, who finished third, is a beaten horse, giving them each 2lb, as on the day, and Sunlight was at that time so unreliable a runner in opposition to him. Stanley's victory for any success achieved day of his maiden race, and despite the *prestige* that naturally attaches to the stable, and the good accounts we receive of the horse from those who have seen him lately, we have little idea that he will tread in the footsteps of Pretender. Nor does our fancy incline to his stable companion. Exciseman, notwithstanding that this son of Saunterer will improve vastly on his early efforts, and very possibly afford good hedging to those who back him at his present price. We may err, but a misgiving haunts us that neither of the above twain will hold their own with the best class horses of their year.

Their near neighbour Torreador continues to be fancied by some good judges, who even maintain that he is likely to improve in a greater degree than either of the last-named pair. He is no doubt a handsome horse, and we believe a good one, but nothing warrants us in placing him in our reserved list. Blue Stocking, with regard to whose merits some wild stories were afloat a couple of months ago, is, we have reason to think, of no account whatever; but people must not jump too hastily to the same conclusion with regard to Astcrope, the recently-named Madame Eglantine filly. On her first appearance in public she easily got rid of Mantilla on a course well suited to the latter; and her Goodwood defeat can readily be accounted for. Nor was she herself when she succumbed to her former opponents, Sunshine and Mantilla, in the Doncaster Champagne. The style in which she defeated Mahonia in the Post Match in the Second October Meeting raised her highly in our estimation, as at that time the Kingsclere filly was still far from being up to the mark, and yet she settled her more-fancied opponent without an effort. During the recess Asterope has, we hear, done very well, and increasers may depend upon it that this clever filly will be heard of to advantage before the Derby Day, and, mayhap, carry the cherry jacket very creditably in the great race itself.

The Fyfield stable must be dangerous indeed, if Bridgewater is really a horse of the class that information received recently causes us to suspect him to be. In the world knows, he comes of a running breed, being own brother to the famous St. Albans and the unlucky Savernake, no great recommendation after all, when we consider how seldom an own brother to any very distinguished horse has in after years rivalled the deeds of his relative. From the same policy has previously been pursued with Lord Aylesbury's horses Bridgewater did not show as a two year old. There is good reason, however, for believing that he pleased his friends when asked a question in the autumn, and as the stable had such tackle as Palmerston and Walter to ask him a question in the autumn, setting aside the aid from other quarters that could be summoned by the gentleman most actively connected with the establishment, they ought now to possess a good idea of their crack's real worth. The abovementioned Palmerston and Walter, the winners of the Newmarket Nurseries in the Houghton week, are themselves horses of no mean merit, and but for the great gun in the same interest it is quite likely that one of the pair might yet find his way into the quotations.

The lot that we have yet to mention, will not, we think, be heard of prominently in connection with the greatest event of the year, although two or three of them are of such useful stamp that they may come to pay their trainer's bills in the course of the season, even if their career does not prove more lucrative still. Cymbal, in whose favour there was a great demonstration some time back, is no doubt a speedy horse, quick on his legs as his dam, the famous Nelly Hill. Most sanguine partisans, so far as they went, have been his performances, although too palpably those of a horse whose best point is speed to enable us to recommend him for the trying Epsom race.

The Blue Bell colt will win races, and is, perhaps, a better horse than the public imagine, although to the latter he is not likely to be known as always successful; and of Mr. Brayley's lot Pearl Finder may turn out the best, and he struck us in the Second October week as being a very improving sort. Bay Roland is a well bred horse enough, but nothing that we have heard respecting him induces us to fancy his chance, although he has the merit of belonging to a straightforward sportsman, who will give his colt every chance.

The list of horses likely to be mentioned in connection with the Derby before the last penciller has closed his book might, no doubt, be multiplied, but, as stated in the outset, it has been our desire throughout to condense an article generally spun out to an extravagant length. Our summing up must be conciseness itself. Kingcraft, Astolfo, and Sunlight we pass by for the reasons alleged in treating of them before. In the Two Thousand the trio are certain to play a most distinguished part. Stanley we suspect to be overrated, and other horses constantly brought before the public in the market returns are apt to puzzle us, for we believe that it is questionable whether they will be enabled to undergo the preparation necessary for such a race, and because even if they face the starter it is still a matter of doubt whether they will be able to stay the distance. Of all last year's performers Sunshine and Camel appeared to be the most likely to outstay their rivals when it came to a struggle on a three year old course. Of the two Camel is perhaps less likely to be ripe on the Derby day than his fair rival, should no ill that fillies are heir to ruin her chance. Camel ought to be a great horse by the St. Leger day, and may perhaps be brought out by his excellent trainer in fettle good enough to enable him to grasp the laurels that are bright in June. Despite, however, all the prejudices that not unnaturally exist against fillies, and the dangers they have to encounter at the season when the Derby is run, we shall boldly make our annual plunge in favour of

SUNSHINE,

with every expectation of seeing our anticipations realised. Bridgewater is, we believe, a good horse, and a dangerous one; and of all the outsiders Asterope at her present price may prove to be the best investment.

LIST OF VESSELS SAILED FOR BOMBAY.

FROM LIVERPOOL.

1152	Tythonus, Green—Ewart, Latham & Co.	Aug. 21
831	Tantivey, Picknney	Aug. 21
1244	Zoleika, Thompson	Sept. 3
1244	John C. Potter, McClure	Sept. 3
1391	Camute, Quinn—Ritchie, Steuart & Co.	Sept. 8
763	Romulus, Needham—Volkart Brothers	Sept. 8
731	Mars, Richtering	Sept. 8
872	Bella Maria, Lopez—Volkart Brothers	Sept. 13
1245	Eastern Light, McFee	Sept. 12
323	G. R. Moale, Kuck	Sept. 15
425	Bros B'Jorn—G. S. King & Co.	Sept. 15
1254	City of Richmond, Starkie—Stenhouse & Co.	Sept. 26
907	Mars, Richtering.	Sept. 24
1245	Eastern Light, McFee.	Sept. 27
904	Frederick Armstrong.	Sept. 27
1703	Romulus, Needham—Volkart Brothers.	Sept. 30
861	Ambrose, Carnell—John Farrar & Co.	Sept. 30
733	Oriental, Wyatt—Pelly & Co.	Oct. 2
1090	T. E. Lemon, Rainey—Owen and Okell.	Oct. 2
764	Eleiktoria, Butchart.	Oct. 2
772	J. P. Smith, Hutchinson—G. F. Pim & Co.	Oct. 2
911	Marietta, M. Medanich.	Oct. 4
1213	Erminta, Shields—John Farrar & Co.	Oct. 5
1109	Marathon, Digwell—Ritchie Steuart, & Co.	Oct. 6
996	Braunstone, Owen—Pelly & Co.	Oct. 6
1225	Western Belle, Montgomery—Lawrence & Co.	Oct. 7
1226	British Consul—Ritchie Steuart & Co.	Oct. 11
1045	May Queen, Ross—Ritchie Steuart & Co.	Oct. 12
1458	Royal George, Hogg—Owen Okell	Oct. 15
1786	Yokohama, Bliner.	Oct. 15
1198	Amarauth, Owen—John Farrar & Co.	Oct. 20
1285	British Flag, Mills—J. Campbell & Co.	Oct. 20
292	Prince Oscar, Long	Oct. 20
348	Thereza, Brown—Rennie Scovell & Co.	Oct. 20
127	Canute, Elias—Ritchie, Steuart & Co.	Oct. 20
1402	Glenlyon, McIntyre—R. Scovell & Co.	Oct. 21
193	Eastern Belle, Craig.	Oct. 23
1396	Aurora, Harriott.	Oct. 23
1049	Pontiac, Finlay	Oct. 24
1288	Annot Lyle, Pelley.	Oct. 22
1869	Mornington, Roberts—Owen & Okell	Oct. 25
1025	Mallesy, Scott	Oct. 30
1865	Ashgrove, Fullerton—Rennie, Scovell & Co.	Nov. 1
1435	Iron Duke, Parry	Nov. 1
1299	Jane Law, Black	Nov. 1
1081	Castiglione, Cooper	Nov. 1
1759	Persia, Ellison—Blackwell & Co.	Nov. 9
1199	Krynon, Jenkins—J. P. Coraforth & Co.	Nov. 11
1249	Arundel, Crocker	Nov. 12
1245	Cashmere, Tobin	Nov. 12
1110	Schleswig Bride, Hansen	Nov. 16
	May Queen, Ross—M. Nusserwanjee	Nov. 17
1184	Ophelia, Strickland	Nov. 17
1184	Oberon, Towill	Nov. 18
1088	St. Fillans, Nicholson	Nov. 18
1376	Bechercass Ambaidass, McInnes	Nov. 20
1315	Sapphire, Lievers	Nov. 22
1574	Lancashire Witch, Pheare	Nov. 22
1690	Royal Family, Lowing	Nov. 22
766	Golden Eagle, Muir	Nov 22
1417	Griffamine, Dougall—E. Bates & Co.	Nov. 23
1406	Sanderson, Humphreys	Nov. 25
1171	Thomas Beddon, McIntosh	Nov. 25
1393	Flying Venus, Cowley—E. Bate & Co.	Nov. 27
679	Lauretta, McPherson	Nov. 30
	Rothesay, Main	Nov. 30
1205	Erato, Jones	Dec. 2
1234	Queen, Bird	Dec. 2
1161	Sir Charles Napier, Mosey—E. Bates & Co.	Dec. 3
711	Polyxena, Slack—Owen & Okell	Dec. 7
1512	Arigona, Llewellyn	Dec. 9
1383	Asseaya, McKibbie	Dec 29
1363	Mahabuleshwur, Corney—R. Scovell & Co.	Dec. 30
599	Alfred the Great, Odens	Jan. 8

FROM LONDON.

512	Marinus, Angeline	Sept. 1
1033	Sam Mendel, Murdock—Coupland & Co.	Sept 19
	Llavordon, Nawton	Sept. 14
1174	Leaping Water—Bell, Ventz and Lucius	Sept. 25
660	Coromandel, Dow	Oct. 6
945	Camperdown, Franklin	Oct. 6
673	Lady Macdonald, Kennedy—Stenhouse & Co.	Oct. 9
847	Talbot, Oughten	Oct. 19
933	Kate Winfred, Starkey	Oct. 2
748	Art Union, Mudon	Nov. 3
1036	Dragon, McLennon	Nov. 3
1086	River Krishna, Rice	Nov. 7
1094	Proserpine, Brogger	Nov. 8
1042	Earl Russell, Foe—Bell, Ventz & Lucius.	Nov. 19
701	Monarch Day	Nov. 23
1410	Haddon Hall, Smith	Nov. 27
1293	Dilharee, Blissett—W. Nicol & Co.	Nov. 28
693	Margaret Pugh, Jones	Nov. 30
990	City of Nankin, Muir—W. Nicol & Co.	Dec. 3
623	Clara, Murray	Dec. 22
870	Sydney Eggers, Richardson	Jan. 1
1199	Cospatrick, Elmslie—W. Nicol & Co.	Jan. 6
589	Sarah Anderson, Dickie	Jan. 7
615	Leonidas, Cockburn	Jan. 7

FROM LIVERPOOL VIA SUEZ CANAL.

	Sorrento (s)	Jan. 14
1060	John Dryden (s)—Jefferson, Campbell & Co.	Jan. 15
790	Fire Queen (s), Day—W. Nicol & Co. (Suez)	Feb. 3
1310	Breadalbane (s), Maxwell	Jan. 28

FROM LONDON VIA SUEZ CANAL.

512	Marinus Angeline.	Sept. 3

FROM MARSEILLES VIA SUEZ CANAL.

1809	Afrique (s)	left Suez Feb. 3

FROM NEWCASTLE.

1332	Bulwark, Kelley	Oct. 16
1107	Malta	Oct. 22
1146	Flevo	Nov. 25
686	Jupiter	Nov. 26

FROM CARDIFF.

1241	Gloucestershire, Lyle—J. Campbell & Co.	Oct. 19

FROM SUNDERLAND.

544	Marie Choupat	Sept. 2
390	Acacia Henderson	Sept. 16
630	Garnock, Robert—Bell & Co.	Oct. 2
505	Arrigo, Ronaldson	Oct. 9
	Wolfville—Rennie Scovell & Co.	Oct. 22
997	Pleiades, Bellard	Nov. 1
445	Liberator	Nov. 5
1459	British Empire	Nov. 15
	Malvern, Coles	Nov. 21
1281	Oxford	Nov. 25
383	Colombo	

FROM NEWPORT.

1057	Gladstone, Bowles	Nov. 19

FROM CALCUTTA.

1776	Jorawur—W. Nicol & Co.	Jan. 14
1236	Annie Frost, Brodie	Jan. 17
1236	Annie Frost, Brodie—Blackwell & Co.	Jan. 16

FROM CLYDE.

805	Spray of the Ocean, Turnbull—F. Clark & Co.	Mar. 11
941	Modesty, Kerr	Aug. 17
850	Lammershagen, Jorgensen—Knoop & Co.	Sept. 3
1060	Caribon, Mitchell	Sept. 8
1940	Jane of Athens, Carnaghan—W. Nicol & Co.	Oct. 1
1199	City of the Lakes, Shannon	Oct. 9
700	Fitesbire, Barr—Stenhouse & Co.	Oct. 9
1430	Isabella Kerr	Oct. 15
1380	Cathcart, Muir—W. Nicol & Co.	Nov. 16
1109	City of Venice, Soden—W. Nicol & Co.	Nov. 27
1400	Lady Burn, Laing	Dec. 17
979	City of Cashmere, Backett—W. Nicol & Co.	Dec. 22

FROM ADEN.

482	Reunion, Fernand—Blackwell & Co.	Jan. 21

FROM HAMBURG.

	Hermann Scheldt	Oct. 21

FROM AUSTRALIA.

1214	Cornwallis, Brown—W. Nicol & Co.	Nov. 12
697	J. L. Hall	Nov. 14
	Diocesian	Dec. 5
	Landsborough	Dec. 15

FROM SHIELDS.

	Tasmania	Mar. 13
	Golden Dream	Oct. 1
268	Innisfallen	Oct. 1
	Unicorn	Oct. 30
800	Cornubia—Wilson R. Bell & Co.	Oct. 30
	Cymrie	Nov. 3
	Sir Thomas Moore	Nov. 5
	Flora	Dec. 20

FROM BANGKOK.

540	Hera, Fox	Sept. 25
574	Kuserve, Manchan	Oct. 10
950	Octavia	Oct. 15

FROM SINGAPORE.

464	Pehlwan, Boyd	Oct. 11
159	Vision, Cumming	Oct. 21
395	Cashmere	Jan. 5
660	Von Berg, Fessenfeldt	Jan. 7

FROM MAURITIUS.

816	Ismael	Dec. 15

FROM BOSTON

1962	Timour, Spooner—Tudor & Co.	Aug. 10
1116	Premier, Sweetser—Fanham & Co.	Dec. 20
1215	Wm. Woodbury, McLellan—Tudor Co.	Jan. 1

FROM HARTLEPOOL.

	Inverness, Donkin	Nov. 5

NORTON'S PATENT ABYSSINIAN TUBE WELLS.

For Sale by
17th November, 1869. REMINGTON & Co., Agents.

ROOFS.

DAMP WALLS and FLOORS

prevented by using
"Pyrimont" Seyssel Asphalte.
VERMIN.—Their ravages prevented.
"Pyrimont" Seyssel Asphalte.
STORES & WAREHOUSES superior to any if you use
"Pyrimont's Seyssel Asphalte.
PRISON WALLS & ROOFS—for these use
"Pyrimont" Seyssel Asphalte.
PAVEMENTS—to any shape and any purpose.
"Pyrimont" Seyssel Asphalte.
MILLS—FACTORIES—watertight, if you use
"Pyrimont" Seyssel Asphalte.
London Office—5, Parliament Street, London.

PUBLIC WORKS.—Committees of Public

Works will find the "Pyrimont" Seyssel Asphalte the most useful and economical material for
GARDEN WALKS and HOUSES.
BATHS and WASH-HOUSES.
HOSPITALS, CORRIDORS and OUT-OFFICES,
LAVATORIES,
ABATTOIRS and MARKETS,
LANDING PIERS,
RAILWAY and STEAM BOAT STATIONS,
BARRACKS—CAVALRY and INFANTRY,
and every work where Wet Walls are to be provided against, and Floors and Roofs executed. Vermin of every description excluded, and the highest sanitary status attained.

Figures must describe the class of work for which the material is wanted, and the superficial area in each class of work, that the shipment may embrace the proper qualities and quantities. Payment in England is required to ensure attention to an order.

Specimens of works, with full instructions for the application of the "Pyrimont" Seyssel Asphalte, are sent with every shipment.

All Blocks of Asphalte shipped by this Company are impressed on two opposite sides with the words,

PYRIMONT
SEYSSEL.

5, Parliament Street, London. J. FARREL, Secretary.
WORKS—Cubitt-town, E.

JOHN MOIR and SON,

Preserved Provision Manufacturers and Export Oilmen,

ABERDEEN,

Purveyors by Special Appointment to H.R.H. the Duke of Edinburgh,

Supply, of the finest quality.

Soups, Fish, Meats, Game, Entrées, Bacon, Hams, Tongues, Cheese, Bologna and Oxford Sausages, Potted Meats and Fish, Pates, Sardines, Jams, Jellies, and Orange Marmalade. Also Pickles, Sauces, Tart Fruits, Table Jellies, Mushroom Ketchup Oils, Vinegars, Baking Powder, &c.

J. M. S. are also the Sole Proprietors of the

DUKE OF EDINBURGH'S SAUCE.

Consumers will find that some of our Goods are rather higher in price than other manufacturers', but in the end they will prove the cheapest, being all of superior quality, more especially our Soups, a 1-lb. tin of which, with the addition of an equal quantity of water, will make two pounds of rich Soup.

BANKS.

NATIONAL BANK OF INDIA (Limited).

Established in Calcutta 1863, and Incorporated under the English Companies' Act of 1862, 23rd March 1866.

CURRENT DEPOSIT ACCOUNTS.

The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on Customers' Daily Balances from Rs. 500 up to Rs. 1,00,000.

FIXED DEPOSITS.

The Bank receives Money, on Fixed Deposit, and allows Interest thereon as follows:—
On Deposits subject to 3 months' notice of withdrawal 3 per cent.
" 6 " 5 "
" 12 " 6 "

EXCHANGE.

On London at 6 months' sight.....1/11 3/4
" " 3 " 1/11 9/16
" on demand.....1/11 5/8
" Scotland and Ireland.....1/11 5/16
Circular Notes.....1/11 1/4

By order of the Directors,
JAMES WINDRAM, Manager.
Bombay, 23rd November, 1869.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

EXCHANGE.

The Bank grants Drafts
On London at 6 months' sight above £50 at 1s. 11 3-4d. per Re.
4 " at 1s. 11 5/8d. "
2 " at 1s. 11 9/16d. "
1 " at 1s. 11 1/2d. "
On demand..... at 1s. 11 7/16d. "
On Scotland and Ireland..... at 1s. 11 3/8d. "
Circular Notes for the use of Travellers on the Continent and to Europe, Overland at 1 day's sight..... at 1s. 11 5/16d. "

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Cocomada, Ceylon, Hongkong, Foochowfoo, Shanghai, Hankow, Singapore, Penang, Mauritius and Yokohama.
The Bank also draws on the Branches of the Bank of New South Wales.

INTEREST.

On Deposit accounts payable on demand interest will be credited half yearly, on 30th June and 31st December, at the rate of two per cent. per annum on the daily balance not exceeding one Lac Rupees.

ON FIXED DEPOSITS.

12 months..... 6 per cent.
6 do. ..... 5 "
3 do. ..... 3 "

All Letters should be addressed and Hoondies made payable to Agent, Chartered Mercantile Bank.
Bombay, 19th November 1869.

COMPTOIR D'ESCOMPTE DE PARIS.—

(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1864.)
Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by Act Amended Act of 1867.

Subscribed and Paid-up Capital £3,200,000
Reserve Fund 800,000

HEAD OFFICE—PARIS.

AGENCIES.

Bourbon (Reunion), London, Alexandria, Calcutta, Hongkong Saigon, Shanghai, and Yokohama.

LONDON BANKERS.

The Union Bank of London; Messrs. C. J. Hambro and Sons.
AGENTS IN SCOTLAND—National Bank of Scotland.
AGENTS IN IRELAND—The Munster Bank, Limited. The Belfast Banking Company.

TERMS OF BUSINESS.

The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continents of Europe.

Interest is allowed at the rate of 2 per cent. per annum on current deposits on the minimum monthly balances.

Investments and sales of all descriptions of British and Foreign Securities, &c., effected.

The Bank takes charge of Securities for customers, and receive Dividends on Indian and Foreign Funds, Railway and other Shares.

Every other description of Banking business transacted.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order." E. J. HARDCASTLE, Manager.

9, Rampart Row, Bombay, 25th August